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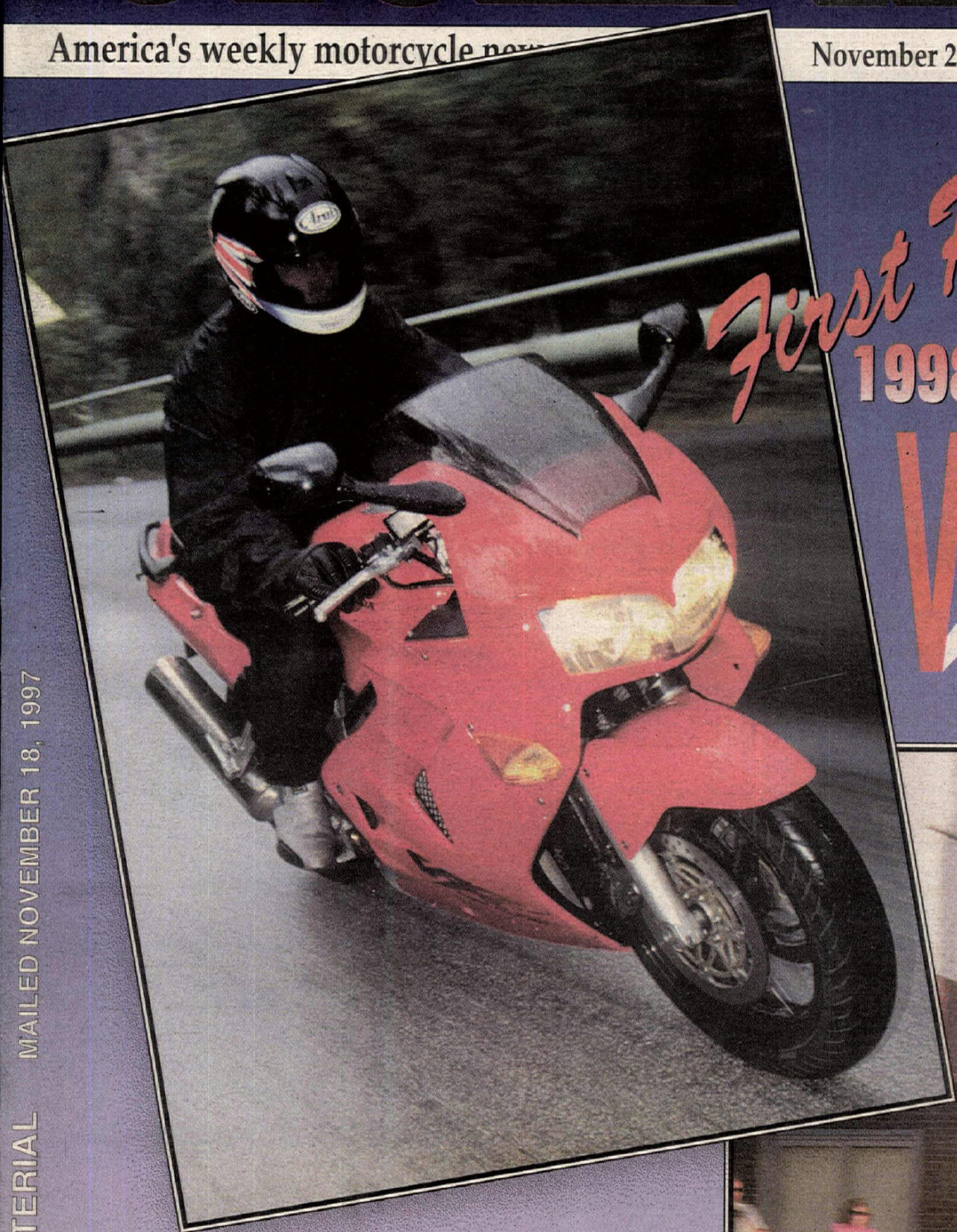
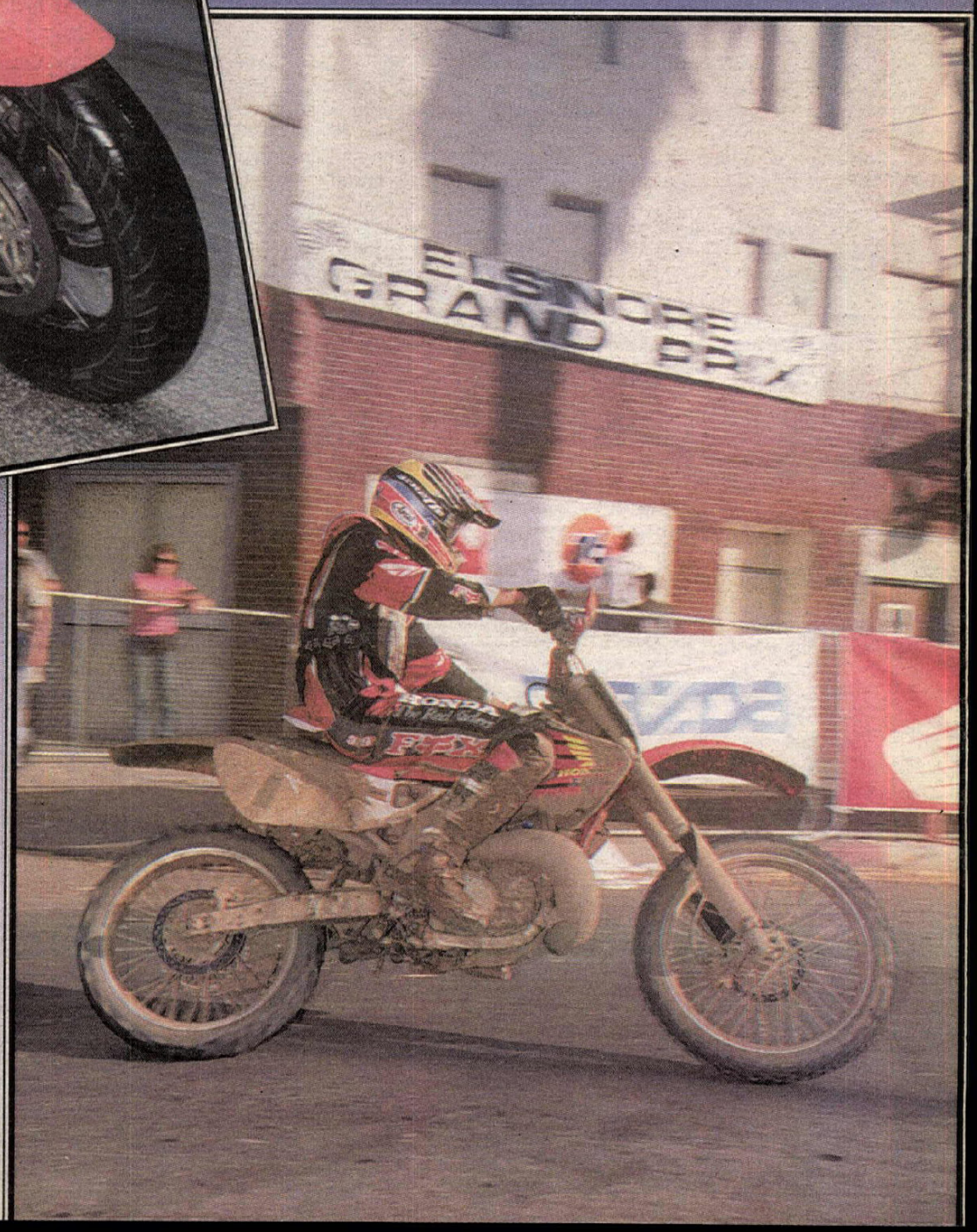


First Ride

1998 Honda Interceptor

Very Fine Ride



Elsinore Grand Prix

Lamson again!

TIME DATED WEEKLY NEWS

TIME DATED MATERIAL MAILED NOVEMBER 18, 1997

Team Honda scored the overall win at the **SCORE Baja 1000**, November 14-15. **Johnny Campbell**, **Tim Staab** and **Greg Bringle**, riding a Honda XR628 four-stroke, finished the 707-mile race in 13 hours, 19 minutes and 59 seconds, at an average speed of 52.6 mph. Campbell, Staab and Bringle finished more than an hour and a half in front of the second-place team of **Mike Healey**, **Jeff Capt**, **Tex Mitchell**, **Robert Prather** and **Marc Burnett**. The five-member team, riding another Honda XR628, stopped the clock at 14:45:47, with a 47.5-mph speed average. Topping the 250cc class in third overall, on a Honda CR250, was the three-rider team of **Tim Morton**, **Fred Willert** and **Ron Wilson**, who finished the race in 14:58:58. Former Supercross and National MX Champion **Rick Johnson** was a member of the winning Class 30 team. Johnson and teammates **Cliff Matlock**, **Mat Barney**, **Ken Grenfley** and **James Cloud** took fourth overall on a Honda XR628 with a finishing time of 15:16:12. Campbell, Staab and Bringle also finished approximately 33 minutes ahead of the first four-wheeled vehicle. The top 10 finishing motorcycle riders were aboard Hondas. Kawasaki Team Green did not field a team.

Brad Woolsey (Kaw) was the big winner at the opening round of the AMA/PJ1 Arenacross Series in Des Moines, Iowa, November 14-15, taking two victories. On Friday, Woolsey took the 250cc-class win ahead of **Cliff Palmer** (Kaw) and **Buddy Antunez** (Suz). Palmer, meanwhile, topped the 125cc class on Friday over **Jimmy Gaddis** (Kaw) and **Nick Wey** (Kaw). On Saturday, Woolsey rode to victory in the 125cc main, followed by Palmer and **Josh Demuth** (Suz). In the 250cc class, **Grayson Goodman** (Kaw) took the win, followed by Wey and Demuth.

Josh McLevy (Hon) won the final round of the NETRA Hare Scrambles Series, the Belltown Hare Scramble, in Union, Connecticut, on November 16. It was McLevy's 11th win of the 15-round series. **Arthur Menzel** (Kaw) was second overall, and **Kenny Law** (Yam) was third overall.

Former Malaysian Superbike Champion **Benn Archibald** (Yam) won the inaugural Australian Formula Xtreme Challenge Cup at Oran Park in Sydney, on November 17, despite the fact that Shawn Giles (Hon) won all three races at Oran Park. Although Giles ended up winning more races in the series than Archibald, two DNFs relegated him to second in the final standings.

World Endurance Champion **Peter Goddard** is expected to sign a contract this week that will see him ride factory Suzukis in the 1998 World Superbike Championship. The Australian recently met with Team Harris Suzuki personnel in England, and details of the contract are expected to be finalized this week, according to *Cycle News* correspondent Darryl Flack. There had been strong speculation that Goddard, the 1996 Australian Superbike Champion, would take over the running of Suzuki's World Superbike effort following two less-than-stellar years under current team boss Lester Harris, but it now appears as though Goddard will join the team as a rider. The 33-year-old has served as rider/manager of Australia's Suzuki team since 1994, but has expressed a desire to race full time following his success in this year's World Endurance Championship with Doug Polen. Goddard will join Jamie Whitham (who will return for a second year on the team) in riding the new fuel-injected Suzuki GSXR750s.

Suzuki Australia, meanwhile, has extended its deadline to re-sign its star rider, **Troy Bayliss**, for its Team Ansett Airfreight Superbike team while the young star contemplates a works Suzuki 250cc GP ride. After finishing sixth in his 250cc GP debut at Phillip Island on October 5, Bayliss is considering an offer from the Molenaar Suzuki team to enter the 1998 250cc World Championship. Bayliss' teammate Mark Willis has already re-signed with the team.

The AMA has been awarded the **FIM Environment Award** for significantly improving environmental awareness and sensitivity in the motorcycling community. This is the first time the award has been given since the FIM formally adopted its Environmental Code in 1996. In announcing the award, members of the FIM cited the AMA's 25-year history of bringing together federal officials, public-land managers and off-highway motorcycle enthusiasts to provide motorized-recreation opportunities while protecting the environment. In addition, the FIM noted the AMA's 73-year history of promoting noise-abatement programs aimed at street, off-road and competition motorcycles. The award will be presented at the 1997 FIM Banquet on December 13 in Helsinki, Finland.

As of Monday, November 17, **American Honda's AMA Superbike Series** team was still unsponsored, though one potential backer is expected to make a decision this week. The team, formerly backed by R.J. Reynolds and its Smokin' Joe's brand, will field Miguel DuHamel and Ben Bostrom in official Honda colors in 1998 if the sponsorship package doesn't come together, according to team owner Martin Adams. "We're still waiting, but it won't be much longer," Adams said. "We had a meeting with a sponsor last Wednesday, and they'd be a very good sponsor. We're insisting on a commitment beyond 1998 and we're waiting to get an answer. Unfortunately, we waited so long to get an answer from RJR." (Adams was negotiating with the Winston brand.)

Early-publicity department: **Arizona Bike Week**, scheduled for February 7-15, 1998, will kick off with the Lizard Rock Ride on February 7 in Scottsdale. That will be followed by the two-day Full Throttle Rally, the Dutch Dice Run, the Phoenix Coyotes Coyote Run, the Leather & Lace Chrome Ball, Sonoran Cinema Ride-In Movie Night, and CycleFest. The week concludes with the Cruise America Arizona Superbike Challenge at Phoenix International Raceway. For more information, call 602/970-3757.

White Brothers will be producing **aftermarket products** for the highly anticipated **1998 Yamaha YZ400F** four-stroke due in early 1998. White Brothers and Yamaha conducted the research, development and testing of the products that will be available through the Yamaha Parts and Accessory Division and White Brothers. Some of the more interesting parts being produced include three- and four-speed transmissions, performance-bred engine accessories, carbon-fiber guards, and titanium exhaust systems, handlebars and subframes.

We've moved

After 33 years of publishing in Long Beach, California, CN Publishing - publisher of *Cycle News* and *Personal Watercraft Illustrated* - is moving its national headquarters to a new facility in Costa Mesa, California, effective Monday, November 24. The eastern advertising office, however, will remain in Tucker, Georgia.

The new facility is 18,000 square feet, up from the Long Beach facility's 10,000 square feet, and will provide more opportunities for the company, according to publisher Mike Klinger.

"The increase in space will allow us the opportunity for more in-house projects," Klinger said, "while also creating a better working environment for our employees as we continue to publish *Cycle News* and *Personal Watercraft Illustrated* into the next millennium."

CN Publishing will now be located at 3505-M Cadillac Ave., Costa Mesa, CA 92626, 714/751-7433 (phone), 714/751-6685 (fax), 714/436-9577 (editorial fax).

Too Much Fun Promotions has released the dates for its **1998 LaPlaya Motocross Grand Prix Series**, to be held at the Cantamar Sand Dunes in Rosarito Beach, Baja California, Mexico. The races are as follows: March 1, May 17, August 23, October 4 and December 6. For more information, call 011/52-661-22525.

Big Dog Motorcycles, LLC, has announced it will be introducing an all-new model called the **Big Dog Pitbull**. The Pitbull is a rigid-frame motorcycle which features the new high-performance 88-cubic-inch Big Dog balanced motor, an oversized rear tire, and a very low seat height. The Pitbull will carry a suggested retail price of $16,900, making it the lowest-priced motorcycle rolling off the Big Dog line in Wichita, Kansas. For more information, call 316/267-9121.

The **NMA 27th annual World Mini Grand Prix** will be held in Las Vegas, Nevada, April 15-19, at the Las Vegas Motor Speedway. For more information, call 909/657-6782 or 562/868-8112.

KTM officially signed brothers **Nick** and **Russell Pearson** to two-year contracts to its off-road team. They will compete as a team in the Best in the Desert Series in 1998, and Nick, 19, will compete in the Open Pro class while Russell, 17, will race in the 250cc Pro class in the AMA National Championship Hare & Hound Series.

Longtime desert racer, member of the Checkers Motorcycle Club, and multi-time Baja-class winner **Dave Lapraik** was killed while prerunning the Baja 1000 on Tuesday, November 11. The accident occurred on a two-way section near Ojos Negros when a Ford Bronco reportedly collided head-on with Lapraik and his motorcycle in a blind-corner area of the course. A memorial fund has been set up for Lapraik, and contributions can be sent to the Dave Lapraik Memorial Fund, 9800 Eton Ave., Chatsworth, CA 91311. For funeral-service information, call 760/746-8866.

B&B Cycles of Victorville, California, is now accepting applications for their racer-support program for the 1998 motocross season. For more information, call 760/241-7387 and ask about the race program.

Freddie Spencer will host a ride for the **Juvenile Diabetes Foundation** at the Las Vegas Motor Speedway in Las Vegas, Nevada, on November 23. For $275, you can ride your own motorcycle around the Las Vegas race track along with Spencer, Nick Ienatsch and Dale Kieffer. For more information, call 702/257-3808.

Full Blown Promotions will host motocross practice sessions at the **Antelope Valley Fairgrounds** in Lancaster, California, on November 21 and November 28, from 2 to 8 p.m. For more information, call 805/942-7880.

The **Sports Car Racing Association of the Monterey Peninsula** (SCRAMP) paid out $530,000 to more than 70 local area and civic organizations, including the United Way of Monterey and Salinas, California, recently. SCRAMP is the not-for-profit organization that runs Laguna Seca Raceway.

The state of Oregon has chosen **BMW R1100 RT-P** motorcycles as its vehicle of choice for its officers, purchasing 12 of the bikes from Hansen's BMW/Triumph of Medford, Oregon, and joining the California Highway Patrol in the purchase of BMWs. The California Department of General Services purchased 150 R1100s from A&S BMW Motorcycles of Citrus Heights.

The **U.S. Congress** has approved a stopgap measure that would continue to provide states with badly needed highway funds while members of the House and Senate continue to debate state funding levels for the final version of the full highway reauthorization bill, according to the AMA. The stopgap bill, SB1519, was approved in the House on a voice vote and ensures $7.5 million for off-road recreational-trail development and maintenance for the first half of the 1998 fiscal year. The bill will now be sent to President Clinton, who is expected to sign the legislation.

Following months of speculation, former 500cc World Champion **Wayne Gardner** has announced that he is closing down his Australian V-Eight Touring Car team and will instead race in the Japanese GT Production Championship in 1998, according to *Cycle News* correspondent Darryl Flack. Gardner has competed in the Touring Car Series since 1993, but dwindling sponsorship funds and rising costs have forced the 38-year-old into selling the team.

Former World Champions **Darryl King** and **Joel Smets** swept the final round of the 1997 Australian Thumper Nationals at Dargle on the outskirts of Sydney on November 2. Riding Husky 610Ts, King and Smets shared the spoils over three heats, while Craig Anderson (KTM) won the series despite several crashes on the day. Road racer Anthony Gobert was entered on a KTM 620 but chose not to race.

Hinson Clutch Components is currently accepting resumes for the 1998 racing season. Resumes may be sent to Hinson Clutch Components, attn: race support, 1630 W. 11th St., Unit E, Upland, CA 91786.

Among those entered for the **Super TT** kickoff at Buttonwillow Raceway Park on December 7 are former World Champion **Eddie Lawson**, former Grand National Champion **Ricky Graham**, former MX National Champion **Chuck Sun** and motojournalist **Don Canet**. The Superbikers-style event will include amateur divisions for minis, quads, dual sports and seniors. For more information, call 805/764-5333.

The **1998 Winter-Am Series** will begin December 27-28 at Gatorback Park in Gainesville, Florida, and will conclude at the same facility January 24-25. In between, rounds will be held at the Hard Rock Cycle Park in Ocala, Florida (January 3-4), Dade City Raceway in Dade City, Florida (January 10-11), and Sunstate Raceway in Bradenton, Florida (January 17-18). For more information, call 813/823-2090.

Rob Healy, the owner of N-Style Graphics, suffered a broken back and pelvis in a motocross crash at the Lemon Grove Motocross Park in Piru, California, on November 8. Healy underwent surgery on November 12 and is expected to recover.

Avon Tires is now accepting resumes for the 1998 road racing season. Resumes may be sent to 407 Howell Way, Edmonds, WA 98020, attn: Craig Knapp.

Kenny Roberts Jr. is scheduled to appear at Sport Bike Night at In Cahoots in Sacramento, California, on November 24, from 7 to 9:30 p.m. For more information, call 916/373-1557.

Sue Russell, 54, died on November 15 after suffering a heart attack in Cedar Springs, Michigan. Russell was a dirt track promoter in Michigan's District 14 and the West Michigan Dirt Track Association.

Four-time World Champion **Michael Doohan** has again voiced his displeasure at involuntarily helping his Repsol Honda teammates. Toward the end of the 1997 season, Doohan claimed that his teammates were able to download the setup data from his bike to improve their own performances. Concerned that his experience and knowledge is being used against him, Doohan has been trying to set up a satellite HRC team for 1998 to guard his secrets, according to *Cycle News* contributor Darryl Flack. "One of the riders this year, on a Honda, said to me that he has never had it so easy. He hops on the bike, the bike's set up and away he goes," Doohan said recently in the Sydney Sun-Herald. "He said it's almost embarrassing." Doohan said that Honda is falling into the same trap that Yamaha and Suzuki have fallen into - not allowing its riders to develop their own setup. "That's one of the reasons Yamaha and Suzuki fell in a heap," Doohan said. "When Wayne Rainey left Yamaha, they didn't have anyone to receive good information from, because they were relying on Wayne's information all the time. The same goes with Suzuki. When Daryl (Beattie) was injured, he was out for a season and they didn't have anyone giving them information. I'm just making sure everything's in place the way I like it. It's for Honda as well. If I leave or go somewhere else, retire or whatever, these young guys have to learn to develop the bike. When I was brought in, I was under Wayne Gardner and Eddie Lawson. I used to have to go and ask them, 'Can I see what setting you guys are running?' It's not like that anymore." Commenting on his drawn-out negotiations with Honda, Doohan said, "At the end of the day, I don't think that if I haven't signed I am going to be without a ride next year."

Reports from Europe indicate that **Kurtis Roberts**, the youngest son of three-time World Champion Kenny Roberts, has been denied a starting spot in the 1998 250cc World Championship by IRTA. Roberts failed to score a championship point in 1997 and qualified no better than 18th. The Californian is expected to return to AMA racing for the 1998 season.

Victory Motorcycles has announced its first 65 U.S. dealers, according to Terry Nesbitt, Victory's national sales manager. "As we've discussed the motorcycle with enthusiasts at shows across the country, one of the most common questions has been, 'Where's my nearest dealer?' We're pleased to introduce our initial group of dealers so customers can contact them for more information and to place deposits on '98 models," Nesbitt said. Nearly 30 states are represented in the first group of 65 dealers and dealerships will eventually be announced in every state in the country, according to Nesbitt. A dealer locator is part of the Victory Motorcycles home page on the World Wide Web. The site can be found at the following address: http://www.victory-usa.com. The Victory V92C is scheduled to begin production in the spring of 1998. Victory is a division of Polaris Industries.

Love Ride 14, held on November 9 in Glendale, California, raised over $1 million for the Muscular Dystrophy Association as an estimated 23,000 motorcyclists took part in the annual event. Grand Marshal **Jay Leno** and Honorary Grand Marshal **Peter Fonda** led the 50-mile ride from Harley-Davidson of Glendale to a concert, barbecue and trade show at Castaic Lake. The $1 million put the 14-year total at $9.5 million.

According to reports from Europe, Italian **Lucio Pedercini** will move from the 500cc Grand Prix class to the World Superbike Championship in 1998. Pedercini will ride a Ducati 996.

GFI's Super Saturdays are back at **Perris Raceway** in Perris, California, and will be held on November 22 and December 20. For more information, call 909/653-4042.

Casey Johnson will be a guest instructor at the Donnie Hansen Motocross Academy session at Los Angeles County Raceway in Palmdale, California, December 12-13. In addition, an FMF suspension seminar will be held in conjunction with the school. For more information, call 719/495-2624.

Bob Dron Harley-Davidson, which has dealerships in both Oakland and Livermore, California, has been named the first North American Harley-Davidson dealer to carry the **Titan** motorcycle lineups at its Harley-Davidson stores. Titan, which is based in Phoenix, Arizona, produces S&S V-twin-powered motorcycles that are essentially premium-priced custom knockoffs of Harley-Davidsons. "The Titan lineup complements our Harley-Davidson products," Dron said. "It gives us the opportunity to offer just that much more to our customers. Titan is a forward-thinking company. I think this is a natural match."

Kevin Heath of **Kevin Heath Photography** wants those who competed at the **Elsinore Grand Prix** to know that he took photos of every rider, and those who did not get a chance to see or purchase their photos at the Expo can still call and purchase them. For more information, call Mary at 619/481-0192, between the hours of 9 a.m and 5 p.m.

OPENED: Racer-X Illustrated's home page on the World Wide Web. The site can be found at the following address: http://www.racerxill.com.

OPENED: Donnie Hansen Motocross Academy's home page on the World Wide Web. The address is http://www.dhma.com.

CORRECTION: The address for Thrust Productions (In the Wind, Issue #45, November 12) was incorrect. The correct address is: Thrust Productions, 29481 Castle Rd., Laguna Niguel, CA 92677.

CORRECTION: The phone number for FMF Racing (In the Wind, Issue #46, November 19) was incorrect. The correct phone number is 310/539-6884.

OPENED: All-Pro MX Fitness Training, a sport-specific fitness-training center exclusively for motocross racers. For more information or an appointment, contact All-Pro MX Fitness Training, at 31875 Byers Rd., in Menifee, California. The phone and fax number is 909/679-7752.

MOVED: Steahly Off-Road Products Inc., to 3850 Pioneer Rd., Medford, OR 97501, 541/535-4896 (phone), 541/535-4881 (fax).

OPENED: GMD Computrack Network Florida, at 12198 County Road 512, Unit 6, Pellsmere, FL 32948, 561/571-0463 (phone), 561/571-0464 (fax).

MARRIED: Goat Eyewear general manager Shawn Norfolk, to Susi Gonzalez. Norfolk is the brother of former Jeremy McGrath mechanic Skip Norfolk, and Susi Gonzalez is the sister of multi-time Women's MX Champion Mercedes Gonzalez.

APPOINTED: Thousand Oaks Honda, as a fully authorized HRC dealership, one of two authorized HRC dealers in the United States. In addition to selling NS50Rs, RS125Rs and NSR500Vs, Thousand Oaks Honda will also offer all HRC specialty parts, according to Kevin Dunn, Thousand Oaks' team manager. For more information, call 805/371-3000.

OPENED: Kawasaki of Mexico's home page on the World Wide Web. The site can be found at the following address: http://www.kawasaki.com.mx.

OPENED: Sport Bike Night's home page on the World Wide Web. The site can be found at the following address: http://www.sportbikenight.com.

OPENED: Sliks Helmet Liners and Accessories' home page on the World Wide Web. The site can be found at http://www.inb.net/sliks.helmet.liners. CN

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VOICES
LETTERS TO THE EDITOR

Have another doughnut

Hey, guys, what's up with your selection of overgrown, overweight test riders in your 125cc MX Shootout? Have you been to any local amateur races lately? If you have, you might take note that your average 125 rider is 5-foot-5 to 5-foot-10 and between 120 and 150 pounds. How can you give accurate results with these riders? They should be on 250s and 500s. Try it again.

Tad Working
Nashville, TN

Kevin Windham, 125cc Western Regional Supercross Champion - 6'2", 180 pounds; Ricky Carmichael, 125cc National MX Champion - 5'4", 142 pounds. It's all relative... Editor.

Gainesville, RIP

I have been closely following the Gainesville Orphan National debate and, now that it has been replaced by a Tampa Supercross date, I feel I must voice my opinion.

I agree that scheduling one National in the middle of the supercross season makes little sense. However, Gainesville has historically been the kickoff of Bike Week, which culminates the following week in Daytona. Virtually all forms of motorcycle competition are scheduled during that week, including flat track, enduro, road race, vintage, trials and, of course, motocross and supercross. Bike Week has now lost part of its heritage.

Gainesville has been on the National schedule since the early 1980s. I have seen Hannah, Howerton, Glover, Bailey, O'Mara, Johnson, Lechien, Ward, Bradshaw, Bayle, Stanton, Kiedrowski, LaRocco, Henry, McGrath, Emig, Dowd and countless others roost there. History was made there last year when Ricky Carmichael won the first National of his career, and the Yamaha YZM400 four-stroke made its debut with Doug Henry. I will miss being there in March.

Team managers are always complaining about the long supercross season, yet the AMA has now eliminated an outdoor National and has added a supercross in its place. The 1998 schedule now features 16 supercrosses and 12 outdoor Nationals. Perhaps the AMA can eliminate one or two Nationals and we can have the supercross "survival" series.

Motocross is supposed to be a sport where the rider overcomes obstacles and variables, and it was never intended to be easy. It requires skill, determination, dedication, preparation, sacrifice, strategy, heart and sometimes luck. I have been involved in the sport for over 20 years and have met the nicest people, in addition to having memorable experiences. It is sad to see a part of motocross history disappear.

Now, with the cancellation of Gainesville, there won't be any East Coast Nationals south of Maryland. There are two Nationals apiece on the 1998 schedule for California, New York and Pennsylvania. I propose that the AMA change the name of the series to the AMA Selected Regional National Championships.

As stated earlier, the scheduling of Gainesville has been a problem - and it makes sense to unify the two series. But why not move Gainesville to a later date instead of eliminating it altogether? Let us not forget where our roots come from - otherwise our fine sport will suffer.

Steve Rus
Sarasota, FL

Gordon Lunde Jr.

On October 11, a bright light went out in the CCS Midwest/Great Lakes region. Gordon Lunde Jr. was tragically taken from us in a racing accident at Road Atlanta while taking part in the WERA Grand National Final.

Gordy was a fixture at Blackhawk Farms Raceway, Grattan, and Road America. When he wasn't on the track, he could usually be found walking around the pits with his dog, and visiting with other racers and track officials. Always smiling and friendly, he was there to give you a helping hand if you needed one, or a word of advice and encouragement.

On the track, he was all business, but he would still give a thumbs-up or a wave while passing by. Gordy Jr. and Gordy Sr. are a much-loved, respected and important part of our Midwest/Great Lakes "family." Gordy Sr. runs the Wegman Benefit Fund and has always had the admiration of all racers because of his drive and dedication to the cause. I only hope the Lunde family can take some comfort in the fact that Gordy Jr. will always be in our hearts and minds whenever we are at the track. I'm sure that, whenever we're at the track, we'll always see him walking around the pits - smiling and waving.

Godspeed, Gordy. You will always be in our hearts, thoughts and prayers. You will never be forgotten.

Dave Vaupel
Pekin, IL

Kudos to Summers

I wanted to take a moment to congratulate Scott Summers and Fred Bramblett on winning their fifth AMA Grand National Cross Country Series overall championship this fall. I feel that Scott and Fred are good people and true ambassadors for the sport of off-road racing. Case in point: After already clinching the title at the 12th round of the 13-race series (and, in the process, breaking his leg), Scott nevertheless drove with Fred from their home in western Kentucky to attend the final round of the series in Virginia.

Scott said he wanted to be there because he didn't want to disappoint the fans at an open house that had been set up well in advance. He also wanted to help promote the series and our sport in the state of Virginia, where the GNCC series was stopping for the first time. Over the weekend, Scott did more autograph sessions, helped out the MotoWorld guys with a race report, and stuck it out to the very end in one of the muddiest races the series has ever seen - broken leg and all.

Scott Summers and Fred Bramblett are true champions, and I congratulate them once again on a job well done.

Dave Coombs Sr.
Morgantown, WV

Coombs owns Racer Productions, the promoters of the GNCC Series... Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Alan Cathcart takes the Honda Interceptor for a spin in the rain. For his riding impressions of the new bike, see page 16. Photo by Dirk Melkebeek/Deadline. Steve Lamson takes it to the streets in winning the Elsinore Grand Prix. Photo by Kinney Jones.

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Lake Elsinore, California

Back for more

By Mark Kariya
Photos by Kinney Jones

LAKE ELSINORE, CA, NOV. 8-9

"I waited all year for Elsinore, and I can't wait for next year," police officer Vic Klotz exclaimed. No, he wasn't talking about being on patrol and busting people at the small retirement community in southern Riverside County. He was talking about actually racing in the Mazda/Circle K/Motoplaza Apple/Moose Elsinore Grand Prix by GFI Racing.

Not that he was one of the big winners, either. In fact, Klotz was disappointed with his 15th-place finish in the Over 40 Expert race. "I got spanked because all the guys that didn't show up last year showed up this year," he said. "Last year I did pretty good, but this year - oh, man, it was sad. There were some pretty fast people in there."

But Elsinore's atmosphere took much of the sting out of the defeat for him: "I thought it was great for people like me, the average Joe, to be riding and actually have some people watching you and rooting you on."

Multiple class winner Bryan Menne agreed. A participant in the last Elsinore GP in 1972 - before GFI's revival last year - Menne said, "This is like the one event for me. I just love this race. I remember in '72, it was one of the funnest races, but it was a longer race back then."

Of course, back in the late '60s and early '70s, there weren't as many different classes spread out over the two days of racing, which began at 7 a.m. both days. (The old days also didn't feature other things such as the ven-

(Above left) Team Honda's Steve Lamson won the Hamel 100, blistered hands and all.
(Left) Mike Healey leads the pack through the first turn at the start of the Hamel 100.
(Below) KTM's Destry Abbott topped both the Unclassified and Open Expert classes.

(Left) Abbott's teammate Lance Smail scored the Four-Stroke-class win. Smail (shown here) also finished runner-up to Ty Davis in the 125cc Expert class.
(Right) Former Supercross and National MX Champion Jeff Ward took second in the Over 35 Expert class.

dors' and manufacturers' expo, personal watercraft races, mountain-bike races, street luge, or Gale Webb's extreme sports show - not to mention Saturday night's concert by top '70s group Three Dog Night, fireworks, "Wheelie King" Doug Domokos, and a Harley jump).

There's something about a grand prix that seems to attract a wider variety of riders than do other types of races, and Elsinore seemed to attract even more. Not only were there hundreds and hundreds of no-name novices as well as big-name racers like Ty Davis and Steve Lamson, but Elsinore draws from both the past and present. Past heroes entered in the Legends race included Dave Aldana, Gary Bailey, John DeSoto, J.N. Roberts and many others. Current heroes who rode but aren't considered off-road specialists included World Champions such as road racer Scott Russell, as well as speedway racers Greg Hancock and Billy Hamill. That's in addition to mountain-bike racers Joe Lawwill and Shaun Palmer, plus helmet-painting guru Troy Lee, who "coerced" quite a few into riding. You don't find that kind of diversity at other races. Of course, Hamill didn't even know he'd be racing until the last minute. "Actually, Troy Lee signed me up," he said, laughing. "I didn't even know. I thought, 'What the heck?' I'll come and give it a go. I mean, I'm a huge motorcycle fan anyway. I ride a lot of motocross in the off-season just to keep fit. It's good to keep yourself versatile on a motorcycle."

And how'd it go for the '96 World Speedway Champion? Well, he didn't win, but he found third in the Dual Sport class more than acceptable. Did he miss constantly sliding on the 5-mile-long course?

"There were a couple sort of long, sweeping turns that I got sideways. Believe it or not, that's where I crashed - right where I shouldn't be able to," Hamill reported with a laugh. "It was pretty cool."

Crashing during the race is one thing, but what about crashing *before* the race? Honolulu city councilman John DeSoto found out firsthand what that's all about.

"I didn't think I was going to make it, because I left the Thursday before on

(Left) The Flyin' Hawaiian, John DeSoto, competed in four classes and won two of them: the Vintage and Over 50 Expert classes.

(Above) Steve Furman rode a 1979 Suzuki RM400 to victory in the Bomber class.
(Left) Brent Wallingsford topped the Legends race.

Lake Elsinore, California

(Left) Scot Harden rode to victory in the Over 40 Expert class.
(Right) Road racer Scott Russell took fourth in the Over 30 Intermediate division.
(Below) Paul Krause and Donald Upton mix it up in the Hamel 100.

a red-eye flight," DeSoto said. "Thursday during the day I went out and I rode down at the beach (near his home) a little bit to warm up, and I busted my butt big-time. I thought I broke my hip and my collarbone; I had a bruise all on my left side - I didn't think I was going to make it. I iced it and iced it, then we flew here, and I couldn't even walk. My brother, Ron - luckily he came with me, and pushed the bike to the starting line. I couldn't even start the bike up. But once the flag went - 'What pain? This is a race!'"

Indeed it was: DeSoto rode the four races he'd planned - Unclassified, Vintage, Legends and Over 50 Expert - and won two of them. "I started on the fifth row and ended up winning the Vintage class on a CZ. I passed David Fisher - on the Ossa - on the last lap, last turn, last everything. I was stoked. I had more fun riding that thing than I think I had the whole weekend."

Fun certainly did seem to be the key word for most participants, and every one of them, it seemed, had their own definition. Take, for instance, the chance to race against someone you normally wouldn't see next to you on the starting line. That's what KTM's Scot Harden discovered in the Over 35 Expert race. "I found out Saturday night that Mike Baker was in that class," Harden said. "I was trying to figure out who was in the Over 35 Expert class that I'd have to beat, and when I heard Mike was in it, I go, 'Oh God, I don't think I can handle him.' Then I was on the line and they were interviewing me, going, 'Who's it going to be?' I was looking on the line, and I said, 'Well, Mike here is going to be fast.' And I looked around and I looked behind me, and I go, 'And him!' I didn't even know he was entered. It was Wardy (Jeff Ward, the multi-time MX-champ-turned-Indy-car racer). Ward started on the row right behind me, but all three of us got up to the front pretty quick. Ward and I were bar to bar, as they say, for three laps, four laps. Then he pulled out a lead on me at the end, but it was a lot of fun. It was kind of neat just to be able to hang with him - really cool."

Things seemed to be "pretty equal" in some of the other Expert races, not so equal in others. The 125s found Davis and KTM's Lance Smail dicing for the lead, with Smail doing remarkably well on a stock '98 machine after having spent most of the year racing big four-strokes. "I started second, (then) got into the lead," Smail said. "Davis was pressuring me. About three laps in, I ended up getting a flat rear tire, but I decided to just race it out anyway. I ended up (second) in that."

The 250s turned into a battle between Kawasakis, with Davis battling Ryan Hughes in a Team Green vs. Team Kawasaki skirmish - modified KX vs. works KX. "I pretty much walked away in that," Davis said. "I was pulling big-time on Hughes, which, I think, surprised him. He had more gearing than me; I was only 14/45 and he was 15/45, so he had to have 3 or 4 miles per hour faster on top speed."

Saturday's "feature" race was probably the Legends event, a race for anyone who'd ridden Elsinore in the old days. Former desert hero Brent Wallingsford eased away with the victory over Jim Domann and Harden, who was Wallingsford's partner in their Husky desert days. Smail took an early lead in the Open race but slid out, which allowed Vosburg Racing's KTM pilot Destry Abbott through to win. However, Smail wouldn't be denied entirely, because the first race on Sunday was the Four-Stroke/Dual Sport/Bomber bout, and he took it handily on a 620SX that he hadn't ridden in a year.

Davis started his Sunday by winning the Over 25 Expert race, Abbott taking second in a closely fought contest. Harden beat Jim Beauchamp for the Over 40 Expert win.

The race everyone waited for, though, was the finale: the $5000 Hamel 100, with Roger Hamel (Danny Hamel's father) as the guest starter.

The race quickly turned into a contest between Mike Healey on the IMS/John Burr Cycle big-bore XR400R and Honda's Steve Lamson on his factory CR250R (equipped with a big tank but no steering stabilizer), with the four-stroke leading the early going and Davis comfortably watching the proceedings from third.

The question became whether Healey and the bike could maintain that pace, though some also wondered if Lamson could, since he hadn't been riding much due to the birth of his new baby earlier in the week and to injuries he'd sustained throughout the season.

"I had it," Davis said later. "I was in third; I knew Healey couldn't hold that pace for the whole time. Lamson could - I knew he'd had a kid recently, and I didn't know how much he'd been riding, but I understood he hadn't been riding much, so I knew I could probably wear him down. They were just right ahead of me; I could see 'em. I was like, 'This is the perfect place to be in right now.'"

Unfortunately for Davis, his bike developed shifting problems that required an unexpected pit stop; then, after rejoining the race and trying to make the lap back up, he crashed and broke the throttle.

Healey's shot at glory ended when he pitted after a half-dozen laps or so, with oil leaking from a crack in the frame near the steering head. That left Lamson alone with a sizable lead, Abbott a distant second, and KTM-mounted Steve Drew eventually occupying third. As the factory Honda motocrosser put in his laps, the only sign of discomfort he displayed was when he shook his hands at the end of each lap.

"At first, when Healey was ahead of me, I figured, 'Oh, man, I've got to run him down,'" Lamson admitted. "I got pretty close to him and we passed a couple times, but then I felt my hands starting to get a little bit sore. I went, 'Man, I'm not even gonna try to keep this up. I'm just going to run the race, back it off a little,' because we weren't even a quarter of the way through at that time. I thought, 'There's way too long of the race to go on.' The track was so torn up, you had to hold on so tight, it just killed me. About before the first pit stop is when my hands starting blistering - it was early on, like eight laps - so I just rode so many different positions to hold on. I was holding on this way, trying to put my thumb up - man, it was hard. I was on my fingertips. A couple times I went to shut off and my hands were so far back, I almost threw it away."

He didn't, though, and repeated as the Hamel 100 winner - rear tire worn down to the cords and hands raw - in an unofficial time of 2:15.

Abbott didn't have the blister problems, though the course did bite him a couple times. "It was a lot tougher," Abbott said. "The course was a lot rougher by the Hamel 100. You definitely had to pick your lines to make sure you didn't crash. I went down twice pretty good, but the bike went pretty well. I think I broke my clutch cable on one of my falls, because right after that it started feeling real weird; then there was a snap and nothing there. I fell on the 11th lap - I still had 11 left, so it kind of bummed me out - but I still finished second, so I can't complain. To finish behind Steve, who's one of my heroes - I'm really ecstatic about that."

PHOTO BY MARK KARIYA

(Left) Low-side crashes were a common sight in the first turn.

(Right) Carlsbad U.S. GP winner Marty Moates competed in the Legends race and finished fourth. (Far right) Ty Davis was another multi-class winner, as he charged to victory in the 125 and 250cc Expert classes.

But perhaps the happiest racer was Drew in third place on a '98 KTM 380. Following him across the finish in fourth was Mike Baker. KTM's Russell Pearson, on a 250 M/XC, rounded out the top five after an off-course excursion when a lapper knocked him off the fire road, dropping him from an unofficial third at the time.

With the weekend finished, DeSoto voiced what was undoubtedly the feeling of many.

"I had a ball," DeSoto said. "Even if I didn't win, I still had a great time seeing all the people I haven't seen in years. And they're so supportive; everybody's just so super. It was nice. I'll be back next year for that, for sure. Next time, my brother's going to ride, too." CN

Elsinore Grand Prix
Lake Elsinore, California
Results: November 8-9, 1997

U/C: 1. Destry Abbott (KTM); 2. Lance Smail (KTM); 3. Cole Marshall (CCM); 4. Russell Pearson (KTM); 5. Randy Norman (Hon).

50 BEG: 1. Mark Johnson Jr.; 2. Travis Baker; 3. David Meade.

50 NOV: 1. Matt Richardson.

50 INT: 1. Blake Baggett; 2. Blake Harber.

50 EX: 1. Brandon Large.

60 BEG: 1. Cody Currie; 2. Ricky James; 3. Rickie Fowler.

60 NOV: 1. Hollis Lusk; 2. Phillip Bruscella; 3. Charles Pearson.

60 INT: 1. B.J. Boher.

60 EX: 1. Mike Alessi.

80 BEG: 1. Jason Domann; 2. Jess Remp; 3. Brian Melsheimer; 4. Jeff Vaughn; 5. Travis Buckingham.

80 NOV: 1. Nathan Jones; 2. Brent Harden; 3. Jeremy Malott; 4. Chad Gaumer; 5. Zac Wray.

80 INT: 1. Anthony Bruscella; 2. Jeremy Kelper; 3. Mickey Griffin.

80 EX: 1. John Hateley (Kaw).

WMN BEG: 1. Denise Lane; 2. Lindsey Higgins; 3. Annette Ruggierello; 4. Pam Skinner; 5. Amber Pickett.

WMN NOV: 1. Amber Tintsman; 2. Kim Milewsky; 3. Lydia Hoeppner.

WMN INT: 1. Candy Hateley.

WMN EX: 1. Bonnie Warch; 2. Kelly Yancy (Kaw); 3. Tami Rice.

125 BEG: 1. Che Smith (Hon); 2. David Dunham (Suz); 3. Todd Bartholomew (Suz); 4. Ryan Beauchamp (Hon); 5. Eric Child (Hon).

125 NOV: 1. Chris Scott Kelly (Suz); 2. John Rogers (Suz); 3. Richard Woodson (Yam); 4. Sam Barton (Kaw); 5. Travis Anway (Yam).

125 INT: 1. Gary Trachy (Yam); 2. Cole Gress (Suz); 3. Bullfrog Newcomer (Yam); 4. Jose Polasek (Hon); 5. Kenny Miller.

125 EX: 1. Ty Davis (Kaw); 2. Lance Smail (KTM); 3. David Rees (KTM); 4. Mike Baker (Hon); 5. Don Upton.

VINT: 1. John DeSoto (CZ); 2. Davis Fisher (Hus); 3. John LaFevre (Hus); 4. Norm Bigelow (Tri); 5. Keith Lynas (Ossa).

SDHCK: 1. Pete Whitney/Scott Whitney (Hon); 2. Victor Palfreyman/Perry Melillo (Hon); 3. Mike Burns/Bob Morgan (EML-Kaw).

250 BEG: 1. Kris Kanzler; 2. Sam Higgins; 3. Beau Gasinski; 4. Chris MacCluggage; 5. Kelly McCulley.

250 NOV: 1. Colin Yates; 2. Bill Johnson; 3. Rudy Rodriguez; 4. Josh Meehan; 5. Scott Carroll.

250 INT: 1. Gary Trachy; 2. Tracy Meeks; 3. Todd Gould; 4. Jose Polasek; 5. Doug Young.

250 EX: 1. Ty Davis (Kaw); 2. Ryan Hughes (Kaw); 3. Mike Healey; 4. Mike Baker (Hon); 5. Steve Lamson (Hon).

LGD: 1. Brent Wallingsford; 2. Jim Domann; 3. Scot Harden (KTM); 4. Marty Moates; 5. Bob Ruften.

OPEN BEG: 1. Dan Kraftiger (Hon); 2. Jim DeCario (Hon); 3. Jason Kent (Suz); 4. Jay Wahl (Hon); 5. Ethan Allen (Hon).

OPEN NOV: 1. Bryan Menne (Hon); 2. Erik Helma; 3. Spencer Weinstein; 4. Den Waite; 5. Mark Johnson.

OPEN INT: 1. Tom Knapp; 2. Bill Jarvis; 3. Hans Van Der Wall; 4. Gary Lowery; 5. Thomas Englehardt.

OPEN EX: 1. Destry Abbott (KTM); 2. Nick Pearson (KTM); 3. Cole Marshall (CCM); 4. Steve Drew (KTM); 5. Mike Healey (Hon).

4-STRK: 1. Lance Smail (KTM); 2. Mike Healey (Hon); 3. Nick Pearson (KTM); 4. Randy Norman (Hon); 5. Cole Marshall (CCM).

BMBR: 1. Steven Furman (Suz); 2. John LeFevre (Hus); 3. George Pennington (Hon); 4. Thomas Englehardt (Yam); 5. Ross Gregory (Hon).

D/SPT: 1. Marty Moates (Hon); 2. Tom Knapp (Hon); 3. Billy Hamill (Hon); 4. Pat Maloney (Hon); 5. Steve Brunelle (Hon).

25+ BEG: 1. Dennis Gilbert (Hon); 2. Steve Grieb (Hon); 3. Vince Von Ranzow (Hon); 4. Chad Bolton (Hon); 5. Ron Hinson (Yam).

25+ NOV: 1. Joe Lawwill (Yam); 2. Sean Finley (Kaw); 3. Scott Hoffman (ATK); 4. Eric Weber (Hon); 5. Johnny Jump (Kaw).

25+ INT: 1. Revelle Harrison (KTM); 2. Jody Monteforte (Hon).

25+ EX: 1. Ty Davis (Kaw); 2. Destry Abbott (KTM); 3. Matt Harper (Yam); 4. Bryan Bruning (Yam); 5. Shaun Palmer (Hon).

30+ BEG: 1. Jeff McMullen (Kaw); 2. Mitch Ordaz (Hon); 3. Jeff Davis (Hon); 4. Robert Becker (Hon); 5. Ron Knott (Kaw).

30+ NOV: 1. Tony Sandoval (Yam); 2. Scott Gross; 3. Kelly McCulley (Yam); 4. Greg Rainville (Yam); 5. Brett Driscoll.

30+ INT: 1. Tracy Meeks (Kaw); 2. Todd Gould (Suz); 3. Randy Bennett (Hon); 4. Scott Russell (Yam); 5. Eric Torkko (Hon).

30+ EX: 1. Brent Blount (Kaw); 2. Brian Manley (Kaw); 3. Jimmy Roberts (Hon); 4. Jeff Evans; 5. Frank Chase (Kaw).

35+ BEG: 1. Robert Williams (Kaw); 2. Steve Smotherman (Hon); 3. Robert Bucy (Hon); 4. Peter Mayforth; 5. Mark Johnson Sr. (Hon).

35+ NOV: 1. Steve Walker (Hon); 2. Robert Werschey (Yam); 3. Bill Johnson (Suz); 4. Stanley Hammer (KTM); 5. Mark Ault (Yam).

35+ INT: 1. Willie Phee (Hon); 2. John McCormick (Yam); 3. Kenny Allen (Hon); 4. Larry Gross (Yam); 5. John Janssen (Yam).

35+ EX: 1. Mike Baker (Hon); 2. Jeff Ward (Kaw); 3. Scot Harden (KTM); 4. Bob Russell (Kaw); 5. Ron Lawson (Yam).

40+ BEG: 1. Randy Snyder (Suz); 2. Scott Wilson (Hon); 3. Mike Malherbe (Yam); 4. Jeff Powell (Hon); 5. Rick Wernli (Kaw).

40+ NOV: 1. Bryan Menne (Hon); 2. Den Waite (Hon); 3. Bill Waite (Hon); 4. Mark Heller (Hon); 5. Greg Higgins (Hon).

40+ INT: 1. Tim Marsh (Hon); 2. Karel Kramer (KTM); 3. Greg McCarthy (Hon); 4. Thomas Englehardt (Yam); 5. Glenn Perry (Kaw).

40+ EX: 1. Scot Harden (KTM); 2. Jim Beauchamp (Hon); 3. Ron Turner (Yam); 4. Richard James Jr. (Kaw); 5. David Aldana (Suz).

50+ BEG: 1. Steve Stone (KTM); 2. Donald Underwood (Hon); 3. Steve Shaw (Hon); 4. Rob Hill (Hus); 5. Joe Prosser (KTM).

50+ NOV: 1. Robert Beggs (KTM); 2. Boyd Abbott (KTM); 3. Gerard Freedman (Hus); 4. Bill Alvord (Hon); 5. Ray Thigpen (KTM).

50+ INT: 1. Mike Brooks (Yam); 2. Terry Moriarty (Hon); 3. John Rice (Yam).

50+ EX: 1. John DeSoto (Hon); 2. Gary Bailey (Kaw); 3. J.N. Roberts.

HAMEL 100: 1. Steve Lamson (Hon); 2. Destry Abbott (KTM); 3. Steve Drew (KTM); 4. Mike Baker (Hon); 5. Russell Pearson (KTM); 6. Paul Krause (Kaw); 7. Yoshitaka Atsuta (Hon); 8. Oakley Lehman (Kaw); 9. Robert Naughton (Hbg); 10. Cole Marshall (CCM).

Briefly...

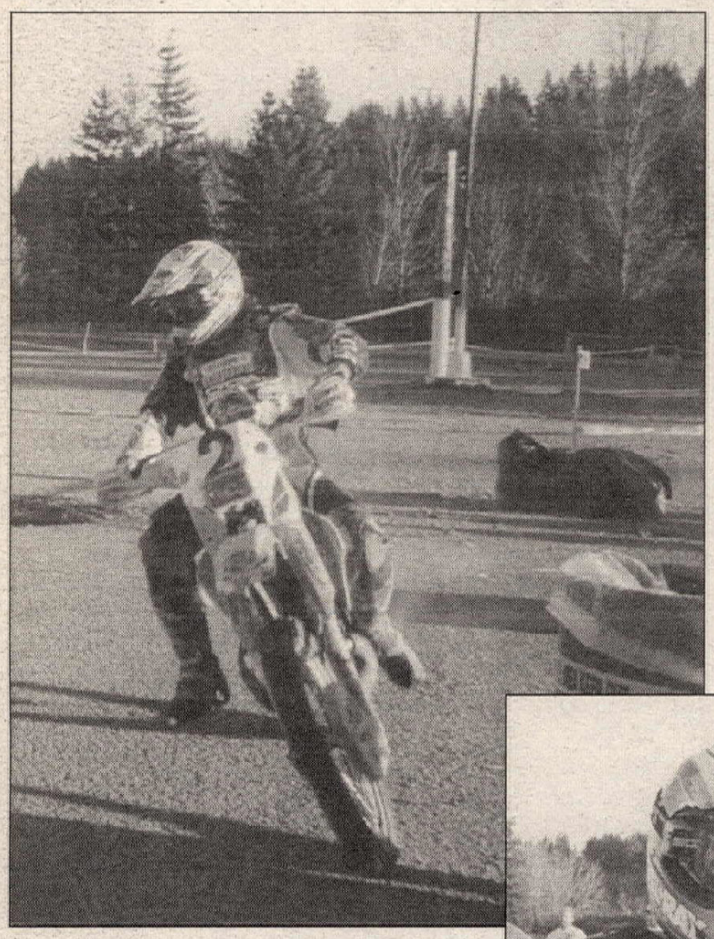
The way it was: The Elsinore Grand Prix weekend used to be a 100-miler for bikes up to 250cc on Saturday and a 100-miler on Sunday for bikes over 250cc (including all sidehacks). Nobody won both days until '71, when motocrosser **John DeSoto** did the deed in his first try. "I was the first and only rider to do that, so they retired the perpetual trophy to me; I still have that," DeSoto recalled. "That was really neat."

You never know who you're going to meet: Bryan Menne had an interesting chance meeting before the race. "I was there two or three days before the event, checking out the ridge, picking rocks out," the winner of the Over 40 Novice class said. "I met (somebody in) a rental car up there - a guy picking rocks - and he said, 'Yeah, I just flew in for the race, and I asked Goat, "What should I be doing? I can't sit in the motel room.'" I asked, 'Who are you?' He goes, 'I'm J.N. (Roberts).' So **J.N. Roberts** was picking rocks three days before the race, just to help out. He was really cool, a great guy to talk to. He still rides bikes up in Montana."

A no-show in the Hamel 100 was Kawasaki's **Ryan Hughes**. Ready to go after finishing runner-up in 250cc Expert on Saturday to Team Green's Ty Davis, Hughes learned that his girlfriend, Jennifer Anderson, had gone into labor at 7 a.m. on Sunday. He chose to join her at the hospital, and she delivered seven-pound, 19-inch **Evander George Hughes** at 6:24 a.m. on Monday.

Final Round: Seattle International Raceway

Hatch wins, Smith's champ



(Left) Suzuki's Steve Hatch took the win in the final round of the AMA National Championship Hare Scrambles series and finished second in the championship. (Below) Hatch (left) congratulates National Hare Scrambles Champion Rodney Smith. Smith finished second on the day to clinch the championship.

By Tory Briggs

KENT, WA, NOV. 9

Team Suzuki riders Rodney Smith and Steve Hatch came to Washington to preserve their respective rankings as the number-one and number-two riders in the AMA National Championship Hare Scrambles Series, and they did just that. Defending champ Smith came away with a runner-up finish to clinch the 1997 championship, with race winner Hatch just behind him in points.

Joining the fray were third-ranked Jason Dahners and fellow KTM speedster Brian Garrahan. Dahners began the race strongly, but a miscue on the pavement section dropped him off the leading pace and he held on to finish third, ahead of Garrahan. Facing off against the invading national stars were local NMA top gun and fifth-place finisher David Lykke, and Gary Furrenes, who ran to sixth overall. From the east side of the Cascades, the rapid Kopp brethren - Rob, Joe and Lonny - and KTM's Peter Russell were on hand to help keep the big guns honest.

In its first occurrence as a National Hare Scrambles in '95, the Nasty Wench had earned high marks from Smith, Honda's Scott Summers, and KTM's Scott Plessinger as a top event on the circuit, especially noting the fun factor of the Grand Prix nature of the SIR course, which combines road racing, an immense grass track and a motocross section with the miles of tight single-track weaving through the wet Washington woods.

The host club, Team Crutch, a somewhat ragtag bunch of hardcore off-road racers led by KTM star Jason Dahners and the equally fast Jeff Odom, obviously has a blast putting on the Nasty Wench, year after year the clear favorite of the Northwest Motorcycle Association Off-Road Series. Nearly 500 riders attended this year, the second time the race has also served as the final AMA round.

This year's course featured a 10-mile loop and was several miles longer and significantly tighter than in the past, and most riders' lap times approached 30 minutes. Unusually sparkling fall weather, far from the typical November drizzly gray, graced the event as well.

The original bar-code scoring system was used for the AA riders. There is quite a contrast between the morning race and the afternoon Expert battle, especially when National rankings are on the line. The incredible organization of Team Suzuki saw them calmly arrive at staging just moments before following the Auburn Chevrolet pace truck to the starting area. On the start line, as the front row of 25 AA riders nervously test-started their bikes, Team Suzuki again sat patiently, cylinders charged and ready to go. They have their act together, and as "Elvis" lifted the flag from the ground, Smith roosted the pack through turn one, Hatch in tow, with king of starts Rob "Holeshot" Lewis the only local rider even close.

With two more waves safely away, the 150 racers settled into fairly predictable order. Smith, Hatch, Dahners and Garrahan quickly put some distance between themselves and the pack, with the Kopps, Lykke, Russell, Aron Sykes and Furrenes comprising the second group. Dahners pushed hard and split the Suzuki duo as the second lap ended, only to drop his new '98 KTM 250 in a paved hairpin and let Hatch back by. Apparently, Dahners wisely decided to settle down and protect third place and the number-three plate for '98, as Garrahan would have liked nothing better than to take advantage of any further mishaps. Lykke, with only 20 minutes on the new YZ after riding Hondas for years, adjusted rapidly to the bike, moving into fifth quickly and slowly closing on Garrahan, who saved enough energy to hold him off at the end of the 2 1/2-hour-plus-one-lap format. Furrenes would recover from a fair start to work his way into sixth. Russell hung on to seventh, Sykes eighth, and Joe Kopp faded slightly to ninth while Lewis rounded out the top 10.

Up front, Smith and Hatch were styling for the spectators, performing wheelies, swapping positions, and generally putting on a riding clinic. Their attempt to cross the line in a tie just missed, with the overall awarded to Hatch. As they cooled off in the scoring line, waiting to be tallied and to collect the finisher's shirts Seattle Cycle Center provides every year, Smith and Hatch were all smiles.

"The course was real good," Smith said. "We wanted to cross the line together, but most importantly, I wanted to give Suzuki the number-one plate again."

Hatch agreed.

"Rodney is clearly faster in the moto sections; maybe I have an edge in the tight woods, but we are pretty close in speed," Hatch said. "Walking the course, I was concerned that it was going to be a high-speed event, but that didn't turn out to be, once we started riding. I just hurt my back; I am glad I was able to do well for Suzuki and retain the number-two plate."

Some wondered if third-place finisher Dahners had held back to protect his number-three ranking, but he was adamant about the effort he put in.

"I went all out," Dahners said. "The bike performed flawlessly. I'm still in the learning process, trying to find that last little bit of speed I need to cut the few seconds needed to stay with those guys. It was the most technical hare scrambles I have ridden this year - definitely the tightest. All of the different sections demanded a full range of motorcycling skills to be successful. I had a blast."

Garrahan echoed these sentiments on the course, and was equally happy with his "awesome '98 KTM," the same bike with which he scored gold at the recent ISDE. Other class winners included Chris Stevenson, who scorched the overall B class as he won the Under B division on a CR125; Eric Bee (Over B); Jim Conner, who mimicked Stevenson by beating all the A riders as he won the Under A on a KTM 125; Paul Edwards (Over A); Curt Wilcox (Four-Stroke Expert); and Rick Sparks (Vet Expert). A huge crowd stuck around to watch the awards presentation, where a $2500 Pro purse, augmented by Everett Honda and Team Crutch, was distributed along with the trophy plaques.

The amateur classes, some 350 riders strong, nearly overwhelmed the course in the morning race, with the 100-plus riders in the special Beginner class creating bottlenecks at every trail obstacle and harmless solo and pileup crashes seemed to be happening everywhere - but so was a lot of fun racing.

Out of this mayhem, tough-as-nails Senior Expert Robert Lewis rode to the overall win on an RM250. Other class winners included Damon Bee (Senior Amateur), Todd Hinders (Sportsman), Kevin Elliott (Vet Amateur), Peter Nielson (Open C), Shane Buchart (Under C), Andy Sandall (Four-Stroke Amateur), Jim Stouffer (Super Senior), Glo Russo (Women), perennial Vintage ace Dave Stering (who had to cut a mile of banner out of his TT500's rear wheel and use vise grips as a rear-brake pedal to finish), and Scott Miller (as champion of the Beginners). On the side, Mark King repeated as champion of the Hair Scrambles, a tongue-in-cheek parade of long wigs affixed to helmets by riders wearing flowery dresses over full riding gear, with a cash-prize competition sponsored by Seattle Cycle Center and local helmet/graphics artist Screwy Designs (donated back to Crutch by King). CN

Seattle International Raceway
Kent, Washington
Results: November 9, 1997 (Round 9 of 9)

O/A: 1. Steve Hatch (Suz); 2. Rodney Smith (Suz); 3. Jason Dahners (KTM); 4. Patrick Garrahan (KTM); 5. David Lykke (Yam); 6. Gary Furrenes; 7. Peter Russell (KTM); 8. Aron Sykes; 9. Joe Kopp; 10. Rob Lewis.

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 9 of 9 rounds): 1. Rodney Smith (172/2 wins); 2. Steve Hatch (151/2); 3. Jason Dahners (130); 4. Paul Edmondson (103/2); 5. Brian Garrahan (101); 6. Patrick Garrahan (99); 7. Scott Plessinger (75); 8. Aaron Sykes (67); 9. Mike Sampson (64); 10. Randy Hawkins (57); 11. Scott Summers (51/1); 12. (TIE) Rob Kopp/Michael Lafferty (36); 14. Ross Benson (33); 15. Chris Thiele (29).

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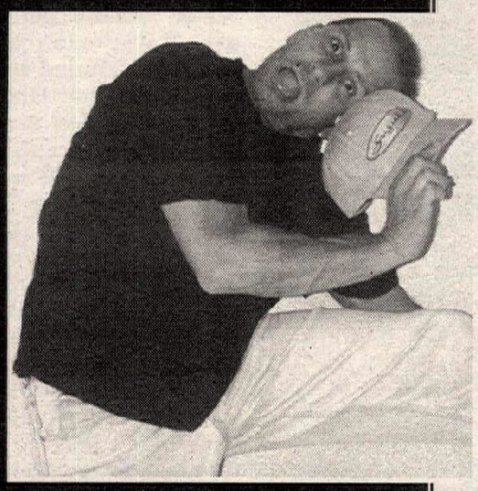
HERE'S THE MENU:

Racing continues on MotoWorld with events like the AMA Arenacross Series, the Grand Prix of Mexico, and the Super TT at Buttonwillow. Plus, the L.A. to Vegas DualSport and more profiles of your favorite racers! Then, as 1997 comes to a close, don't miss the Best of MotoWorld as we review the top stories of the year. Remember the year that was, on MotoWorld!

Ricky Carmichael will carry the number one plate in the 125cc class. Jeff Emig will once again carry the number one plate in the 250cc class. Jeffro will also carry the number one plate in Supercross next season for the first time in his career. Kevin Windham earned the plate in the 125cc West Supercross, while Tim Ferry took it in the 125cc East Supercross Series. The coveted title of Champion belongs to only a handful of men in 1998. Watch them earn those titles again by watching the 1997 season. It's history all over again!



MW2 Rev It Up goes to Key West, Florida, to take on the Superboats. Faster then a speeding marlin, more powerful than a killer whale, capable of leaping higher than the tallest Tsunami. It's Superboats! Jerry goes behind the scenes with Champion, Matt Alcone and Argentina Senator and racer, Daniel Scoli. Then, it's off to the U.S.A.R. Jackaroo Pro Cup finals. They're the coolest and the sleekest of the high powered racing cars and Bernardo gets to sit in one. Finally, it's the final show of the season as we review the top ten shows of 1997. Join us to relive the laughs , the fears, the victories and the tears (caused by pepper-spray) on MW2 Rev It Up!

espn2

Date	Eastern Time	Description
12/1/97	3:00 AM	MW2 Rev It Up (R)
12/2/97	5:30 AM	MotoWorld (R)
12/6/97	12:00 PM	MotoWorld
12/6/97	11:00 PM	MotoWorld (R)
12/10/97	2:30 AM	MotoWorld (R)
12/11/97	7:00 PM	MotoWorld
12/13/97	12:00 PM	MW2 Rev It UP
12/14/97	8:30 PM	MotoWorld (R)
12/15/97	4:30 AM	MW2 Rev It Up (R)
12/17/97	2:30 AM	MotoWorld (R)
12/19/97	7:00 PM	MotoWorld
12/20/97	12:00 PM	MotoWorld (R)
12/22/97	3:00 AM	Los Angeles, CA Supercross (R)
12/23/97	4:00 AM	MotoWorld (R)
12/23/97	3:00 PM	Houston, TX Supercross (R)
12/24/97	3:00 PM	Tempe, AZ Supercross (R)
12/26/97	7:00 PM	MotoWorld
12/26/97	3:00 PM	Seattle, WA Supercross (R)
12/27/97	12:00 PM	MotoWorld (R)
12/27/97	5:00 PM	MW2 Rev It Up
12/29/97	12:30 AM	MW2 Rev It Up (R)
12/30/97	2:30 AM	MotoWorld (R)
12/30/97	3:00 PM	Indianapolis, IN Supercross (R)
12/31/97	3:00 PM	Atlanta, GA Supercross (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

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Emig is the King of Bercy, too

(Above) Jimmy Button (11) and Jeff Emig (1) lead the way at the start of one of six motos held over the course of the Bercy Supercross weekend. (Below) Bercy Stadium in Paris always has plenty of flash, and the opening ceremonies are legendary.

By Chris Hultner

PARIS, FRANCE, NOV. 7-9

Team Kawasaki's Jeff Emig, already the reigning AMA 250cc Supercross and 250cc Motocross National Champion, added the "King of Bercy" title to his already epic 1997 season when he was declared the overall winner of three nights of racing at Bercy Stadium in Paris. The 26-year-old Emig earned 2-1-4 overall scores to win the King of Bercy crown for the first time in his eight-year professional racing career.

"I finally won the King of Bercy crown, which means no matter what I do from here on out at this race, I will always be able to say that I won one of the biggest races in the world," said Emig, whose mechanic was, as always, Jeremy Albrecht. "I had a super-good weekend. I tried real hard, I rode within my limits. At times, when I wasn't in a position for the win, I still rode hard and kept trying."

The format for the World Supercross Championships differs from that of American supercross. Instead of racing heats, semis and a main, the World SX version utilizes a two-moto system. Everyone has to race a heat race to transfer to the motos. Both moto scores count toward the overall standing.

Joining Saturday's winner, Emig, on the list of night winners was Kawasaki teammate Damon Huffman, who decisively won both races on Friday night, and Team Chaparral/Yamaha's Jeremy McGrath, who split the two Sunday race wins with Emig but got the overall score on that final evening of racing. The only other rider to secure a race win was McGrath's Chaparral/Yamaha teammate Jimmy Button, who blitzed the field for a race win on Saturday night.

The Bercy race marked the second, third and fourth rounds of the FIM World Supercross Series. The first race was held in Spain and won by Emig, who vows to win this series for the sake of the trophy.

"Troy Lee designed a really great trophy for the World Supercross Champion, and that's what I'm shooting for," said Emig, who has international races planned in Switzerland, Japan and Italy this winter. "I know it sounds kind of corny, but that trophy would look great in my living room!"

The track at Bercy was tight, technical and tacky. The most unique feature of the track was the tunnel. At Bercy, the promoters utilize hallways under the stands to make for longer lap times. When the riders disappear under the stadium during the race, the spectators are kept abreast of the action via live feeds on the stadium's massive television screens. Other track features included a large double/tabletop combo for the finish line, a two-lane whoop stretch and one long rhythm section. The combination of the technical track features and the tacky clay made for good, tight racing throughout the weekend.

250cc FRIDAY

When the 250s started lining up for the start of the first moto of the night, there was one very noticeable absence on the grid. McGrath had failed to qualify out of the heat races earlier in the evening. Right after the start of McGrath's first heat race, he was struck from the inside and sent to the ground in the first turn.

"When I got hit in the start of the heat race, my front disc was bent," said McGrath. "That's why I fell over a second time. I went into a turn and my front wheel locked. That's why I pulled off."

As a result, McGrath had to go to the last-chance qualifier and had to start on the second row. Off the start, the former Supercross Champion was mired in the back of the pack. As the six-lap race progressed, McGrath was able to pull up behind Belgian rider Jimmy Verburgh in fourth, and needed fourth or better to qualify. On the final go-around in the LCQ, McGrath and Verburgh swapped and reswapped positions, but when they crossed the finish line, it was the young Belgian who had the advantage.

The first night of racing at Bercy belonged to Team Kawasaki's Huffman. In the first race, Huffman was second off the start, behind Suzuki's Greg Albertyn. At first, it looked as though Albertyn was going to run away with the race - but Huffman reeled Albertyn in and on the fifth lap Huffman made the pass.

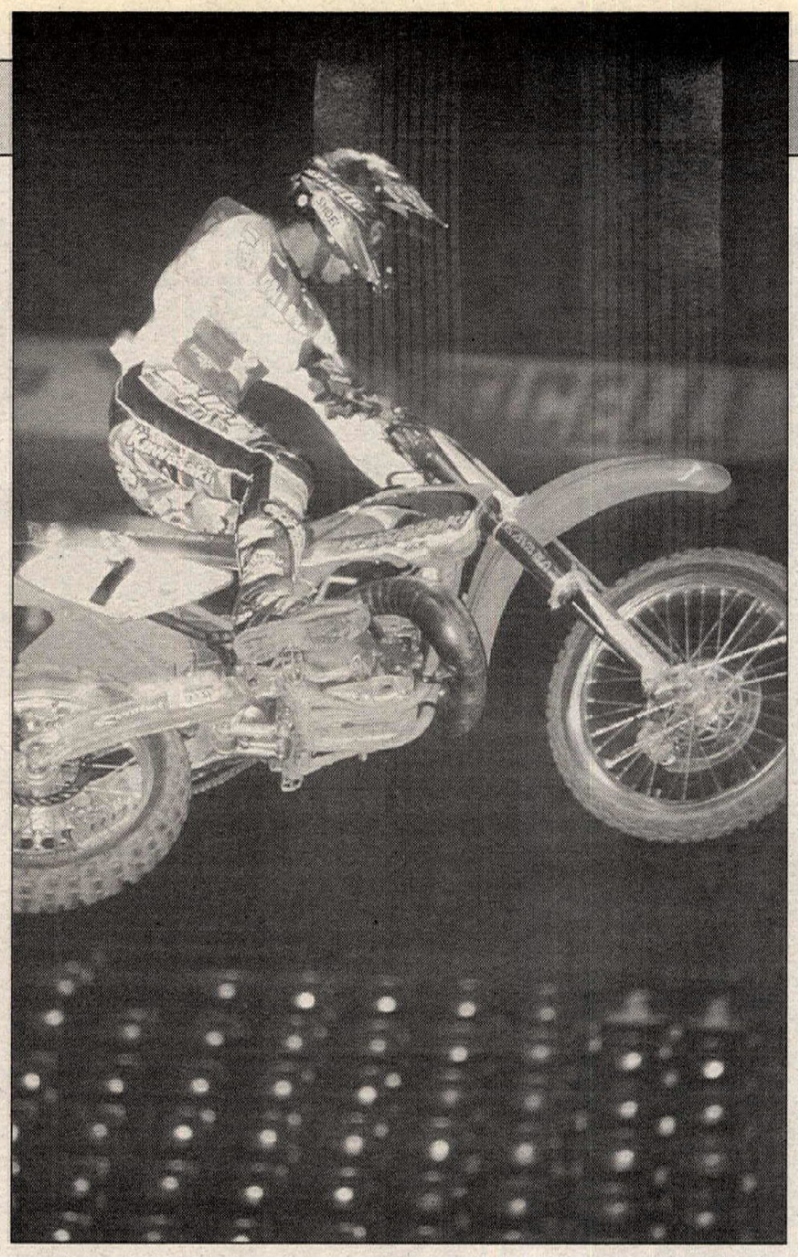
"I just started riding tight and making a lot of mistakes - lots of stupid things that cost me a lot," said a dejected Alber-

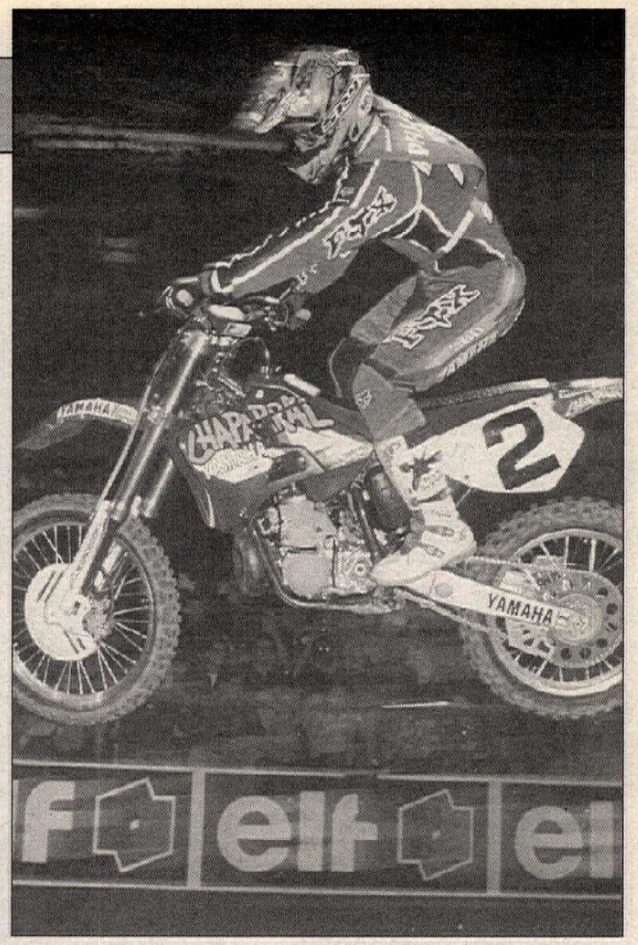
tyn. "As a result, I got tense and started blowing it even more."

Just behind Albertyn was Emig, Frenchmen Mickael Maschio and Mickael Pichon. Maschio set after Emig with a vengeance. For the first seven laps, Maschio was close enough to Emig to rub wheels. On the sixth lap, Maschio made a run on Emig and passed him. On the very next lap, Emig squeezed Maschio off into the wall in the tunnel - the first of several rough moves Emig would make during the weekend. Maschio was now out of the picture, but during the Emig-Maschio battle, Pichon was able to catch up to the Kawasaki-mounted American. Pichon immediately started his attack and, 10 laps into the race, the U.S.-based Suzuki rider got past.

On lap 12, Albertyn crashed back to fourth, moving Pichon and Emig to second and third, respectively. Huffman was long gone with the win.

In the second Friday night 250cc moto, Emig grabbed the holeshot, followed by French 250cc GP contender Yves Demaria, Pichon, Huffman and Honda of Troy's Mike Craig. Demaria and Pichon battled it out for second while Huffman, back in fourth, waited for them to make a mistake or slow the pace. Huffman's big break came in the fourth lap, when Pichon went after Emig for the lead. In the tunnel, coming out of a turn, Pichon was attempting to cross lines behind Emig and clipped the number-one-plated Kawasaki's rear wheel. Pichon was slammed to the ground and





(Above) Jeremy McGrath's weekend got off to a bad start - the newly signed Yamaha rider failed to qualify for Friday night's motos. The former motocross and supercross champion turned it around on Saturday with a runner-up finish, then took the overall win on Sunday.
(Left) Reigning Supercross and Motocross Champion Jeff Emig added "King of Bercy" to his impressive list of accomplishments in 1997. The Kawasaki-mounted star finished second, first and fourth overall during the three nights of racing.

SUMMERS WINS GNCC TITLE #6

October 19, 1997, Lisbon, Ohio Scott Summers, riding his Silkolene-lubricated, Fred Bramblett tuned Honda XR600, clinched the 1997 AMA Grand National Cross Country Series Title. The Championship was Scott's third in a row and the ninth in his career, increasing his record as the winningest off-road rider in AMA history. Scott and Fred rely on the complete line of Silkolene lubricants to keep their record-setting XR600 performing at its championship-winning pace. Whether you are racing to pay the bills or just for trophies, it's more fun when you win, and you'll win a lot more with Silkolene lubricants. Just ask Scott Summers.

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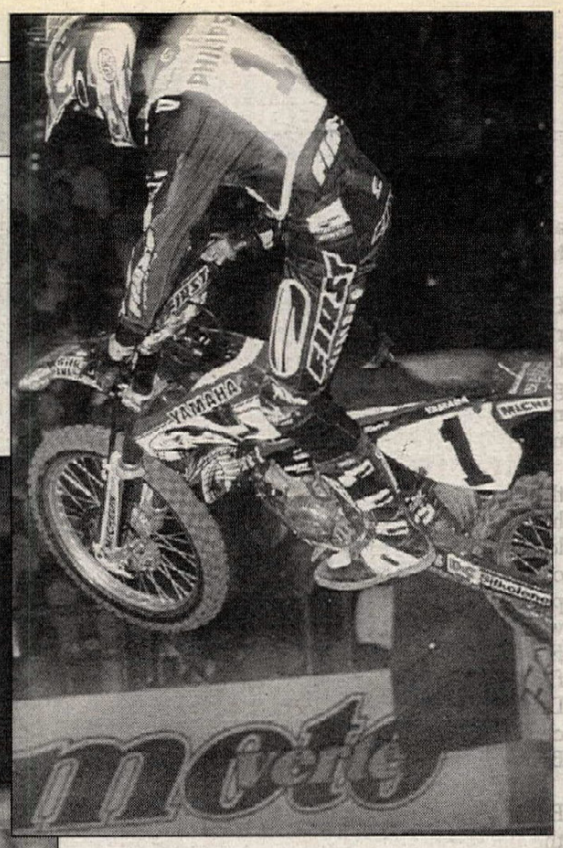
Rounds 2, 3, 4: Paris Supercross

(Right) France's David Vuillemin swept the 125cc ranks by taking the overall in each of the three rounds.
(Below) Jimmy Button turned in a great performance Saturday night, taking a moto win in style - he passed both Emig and McGrath - and getting third overall on the night.



(Above) Damon Huffman started off with the overall win on Friday, but it went downhill from there as the Kawasaki rider failed to break into the top three overall for the rest of the weekend.

out of the race. Huffman capitalized on the situation and shot past Demaria and Emig for the lead and the win.

"I think this is really an intense, tough race," said Huffman, who also won a main event here in 1996. "The track's always gnarly and the best guys are always here, so I'm really stoked that I was able to win tonight."

250cc SATURDAY

On the second night in Paris, Emig got the holeshot in the first moto of the evening and took it all the way for the win. McGrath was able to qualify for the second night of racing and did battle with Huffman for most of the first moto. Huffman, however, came out on top in that battle, leaving McGrath with a third-place finish in moto one.

In the second moto of the evening, the ever-ready-to-holeshot Emig once again got the lead early in the race, and it looked as though this would be a repeat of the first moto - but McGrath had other plans for the night. McGrath passed Emig for the lead on the second lap, much to the delight of the crowd, but before the cheering died down, Button came from out of nowhere to pass both Emig and McGrath within a lap of each other to take the lead and eventually the win.

"I don't know what happened to me out there," Button said. "Something just popped into me. I was stoked I got a good start, and all of a sudden all my lines just started working perfectly. I was carrying so much speed through the first turn, over the jumps and into the turn before the finish line. Every lap I was picking up a second a lap. The bike was working good. I haven't ridden like that since 1994. Once I passed Jeremy, it was weird being in the lead. It's been a while."

Emig's third-place finish in the moto was good enough to give him the overall for the night. "It feels very, very good to finally get the overall win here," said an elated Emig. "I knew I had to stay right with McGrath to get the win. Button rode an incredible race - we've never seen anything like that from Button! He looked more like McGrath than himself. Maybe they switched gear."

250cc SUNDAY

By the third day at Paris, everybody had had enough. Three days of racing puts a lot of strain on the riders. They were tired. They were jet-lagged. They were done. But they had one night of racing left.

Right out of the gate in the first moto, Emig finally got a bad start and was squeezed off, which forced him to make

Briefly...

In the 125cc division, the promoters shipped in Americans **Scott Sheak** of the FMF/Honda team and **Nathan Ramsey** of the Pro Circuit/Kawasaki squad to battle local heroes David Vuillemin, Stephane Roncada and the rest of the young Gauls, and the Americans were outclassed. Vuillemin, who will compete in the '98 125cc Western Region SX series, dominated the proceedings by grabbing the overall win all three nights to easily clinch the "Prince of Bercy" crown. Vuillemin won a total of five races of the nine total main events. (The 125s did three main events per night.) Ramsey and Sheak never seemed comfortable on the equipment they were loaned for the race, and each was only able to secure one race win apiece. Roncada also got one win, as did young Frenchman Nicholas Charlier.

The only guy who might have been able to keep David Vuillemin from sweeping all three 125cc wins was sitting in the stands at the Paris-Bercy Stadium. Newly crowned 125cc National MX Champion **Ricky Carmichael** was on hand as a guest of Oakley and the event promoters. "I talked it over with Mitch Payton (of Pro Circuit) and we decided that I would spend the off-season training at home in Florida or testing out in California," said Carmichael, who turns 18 next week. "This was just a little vacation to check out the racing and visit some of the guys."

David Pingree must have been suffering from some serious jet lag by the time Sunday rolled around. Pingree overslept and missed Sunday's timed practice. He did show up for his heat race, but he failed to qualify for the motos. After that, he decided not to go to the last-chance qualifier. Instead, he opted to go back to the hotel and rest.

When **Jeremy McGrath** failed to qualify for Friday night's motos through his heat race and pulled off the track, he finished too far back to qualify for the last-chance qualifier. However, the promoters knew they had to give McGrath a shot at qualifying, so they let him in the LCQ anyway. After doing so, they were hit with a landslide of complaints from the other riders who didn't qualify for the LCQ. The result? If they were going to let McGrath ride, they had to let everyone ride. The LCQ on Friday night had two rows of racers on the starting line. McGrath joined the back row and failed to qualify again.

Stefan Everts was absent from the competition grid at Bercy, but he did show up to spectate on Sunday. Even though Everts isn't riding the World Supercross Series, don't think for a moment he has escaped the off-season travel rigors. By the end of the year, Everts will have been to Australia, Brazil, Japan and the United States, setting up deals for his '98 season.

When the promoters of the Paris-Bercy Supercross started doing the event 15 years ago, the only riders they brought over were **Broc Glover** and **Rick Johnson**. They only needed one minivan and two hotel rooms. Over the years, the number of riders has gone up and down, but the size of the American entourage has steadily increased. This year there were only 10 riders from the United States in Paris, but the entourage was so big, the promoters were forced to get a large tour bus in which to haul them around instead of the three minivans that showed up at the airport.

In past years, the **opening ceremonies** at Bercy have been legendary. They have dropped full-sized airplanes from the ceiling. They have built giant robotic hands that would open, revealing the riders previously concealed in their grasp. They brought in cowboys and Indians from Euro Disneyland. They have even built spaceships on the floor of the Bercy stadium. This year, the show was a little more watered down. Instead of using a theme as in the past, the promoters opted to go with a simpler format to open the show. The highlight of the ceremony came when the top riders from France and America were lowered from the ceiling at opposing ends of the stadium. The only problem with the plan was the smoke from the fireworks that were taped to the platforms; the smoke gagged the unsuspecting riders on the platforms. "It was bad up in the platform during the opening ceremonies," said Damon Huffman. "We were laying on the floor, literally choking, trying to breathe through our jerseys. I couldn't believe it. It was horrible. You would take a breath and you could feel the smoke suck in. I didn't even realize we were 200 feet up and they were lowering us. It didn't even dawn on me that we could fall and die - it was more like, 'I'm going to pass out and die!'"

How important has supercross become to the **French**? Expect no less than a half-dozen Frenchmen to enter the first few rounds of the **AMA Supercross Series** in January '98. Suzuki's 250cc SX contender, Mickael Pichon, will be temporarily joined by 250cc GP heroes Sebastien Tortelli and Frederic Bolley in the 250cc class, while 125cc threats David Vuillemin (FMF/Yamaha) and Stephane Roncada (Honda of Troy) are expected to contend for regional crowns. Several other lesser-known Frenchmen are also expected to join the mini-invasion.

Speaking of **Sebastien Tortelli**, the 18-year-old Kawasaki factory pilot is still on the mend from a back injury suffered in Venezuela this summer and is not expected to begin competing again until the Los Angeles SX opener.

a 180-degree left-hand turn that tossed him to the ground and out of contention.

"I definitely got pimped out," said Emig. "Mickael Maschio was on my right and McGrath was on my left. All three of us were pretty even out of the gate. Maschio moved over on me and I made a real intense left/right, and it spit me off the bike."

McGrath finally got his game back in the first moto - he holeshot the race on his Chaparral-backed YZ250 and never looked back. He looked like the McGrath of old, when he was on a Honda, and picked up the win easily. Behind him was a hard-charging contingent of French riders bent on a good showing in front of the partisan crowd. Yves Demaria led the train, followed by Maschio and Kawasaki-mounted Frederic Bolley, across the finish line.

In the second 250cc moto of the night, Emig once again rocketed to the front of the pack, followed closely by McGrath and Button. Several times during the race, McGrath made advances on Emig to attempt to take the lead away, but Emig covered his lines well and never allowed a pass. However, McGrath was getting even more pressure from his friend, teammate and roommate - third-placed Button. Button did get by McGrath for a brief moment, but McGrath quickly regained his advantage and finished second in the race. That second-place finish was good enough to give McGrath the overall win for the night.

"I'm really stoked that I was able to win the overall tonight," said McGrath. "Tonight, the outside whoops were faster and, with two bikes in the outside whoops, there was no getting around. It was really hard to pass out there. I felt faster than Jeff tonight, but there was nowhere to get around him in the second moto. Jeff was riding good tonight. He rode all the right lines. He was definitely faster tonight than he was last night."

As for his first-night disaster, McGrath said it was an aberration. "What happened Friday night was bullshit! And last night, Button threw a wild hair in my program - but I'm happy for him; he's riding very well. I think I could have won King of Bercy if I would have done anything on Friday night." CN

Bercy Stadium
Paris, France
Results: November 7-9, 1997
(Rounds 2-4 of 6)

Friday

250 O/A: 1. Damon Huffman (Kaw); 2. Jeff Emig (Kaw); 3. Mike Craig (Hon); 4. Frederic Bolley (Kaw); 5. Jimmy Button (Yam); 6. Mickael Maschio (Hon); 7. Greg Albertyn (Suz); 8. Mickael Pichon (Suz); 9. Yves Demaria (Kaw); 10. Thierry Bethys (Hon).

125 O/A: 1. David Vuillemin (Yam); 2. Stephane Roncada (Hon); 3. Rodrigue Thain (Suz); 4. Nathan Ramsey (Kaw); 5. Jussi Vehlvilainen (Hon); 6. Jerome Hemery (Suz); 7. Tony Begue (Hon); 8. Phillipe Duspasquier (Kaw); 9. Serge Guidetty (Hon); 10. Mathieu Lalloz (Yam).

Saturday

250 O/A: 1. Jeff Emig (Kaw); 2. Jeremy McGrath (Yam); 3. Jimmy Button (Yam); 4. Mickael Pichon (Suz); 5. Damon Huffman (Kaw); 6. Frederic Bolley (Kaw); 7. Mike Craig (Hon); 8. Cyril Porte (Hon); 9. Mickael Maschio (Hon); 10. Greg Albertyn (Suz).

125 O/A: 1. David Vuillemin (Yam); 2. Stephane Roncada (Hon); 3. Scott Sheak (Hon); 4. Jerome Hemery (Suz); 5. Serge Guidetty (Hon); 6. Nathan Ramsey (Hon); 7. Nicolas Charlier (Kaw); 8. Sebastien Trottier (Hon); 9. Mathier Lalloz (Yam); 10. Marc Ristori (Hon).

Sunday

250 O/A: 1. Jeremy McGrath (Yam); 2. Yves Demaria (Kaw); 3. Jimmy Button (Yam); 4. Jeff Emig (Kaw); 5. Frederic Bolley (Kaw); 6. Mike Craig (Hon); 7. Mickael Maschio (Hon); 8. Mickael Pichon (Suz); 9. Damon Huffman (Kaw); 10. Cyril Porte (Hon).

125 O/A: 1. David Vuillemin (Yam); 2. Stephane Roncada (Hon); 3. Rodrigue Thain (Suz); 4. Nathan Ramsey (Kaw); 5. Jerome Hemery (Suz); 6. Phillipe Dupasquiere (Kaw); 7. Serge Guidetty (Hon); 8. Jussi Vehlvilainen (Hon); 9. Johnny Aubert (Kaw); 10. Sebastien Trottier (Hon).

Upcoming Rounds:
Round 5 - Tokyo, Japan, November 23
Round 6 - Osaka, Japan, November 30

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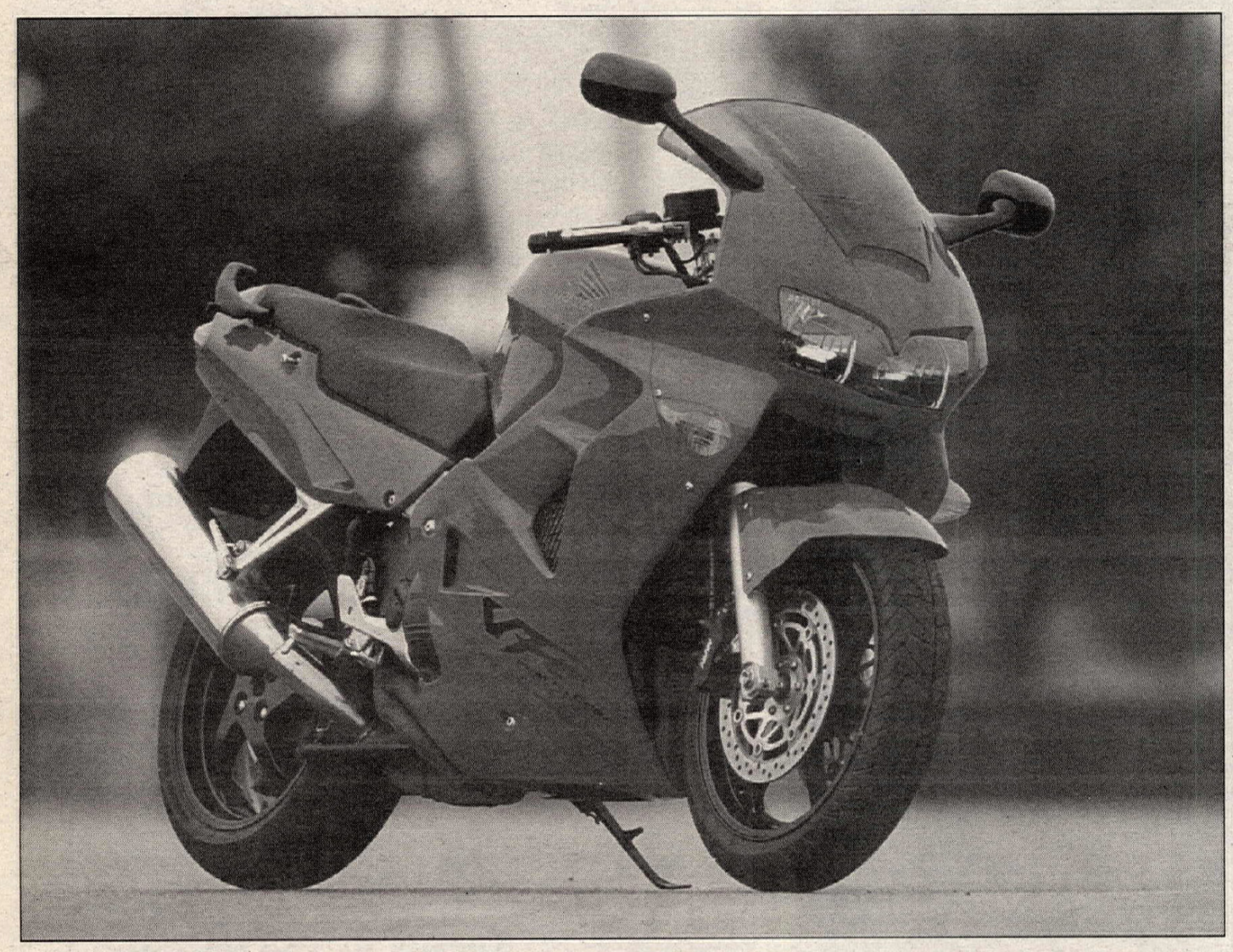


By Alan Cathcart
Photos by Dirk Melkebeek/Deadline

Multipurpose motorcycles usually end up being frustratingly flawed, their effectiveness in any of the sectors in which they aim to excel usually blunted by the inherent compromises such all-arounder aspirations entail. Try taking a so-called "street enduro" with two or more cylinders any farther off-road than the local car wash, for example, and you'd best remember to take your cellular phone along so you can call for a winch to pull the bike upright when you tip it over in the dirt.

In the past decade, the one shining exception to this usually flawed concept of universality has been Honda's VFR750, deservedly recognized as the benchmark of multipurpose motorcycling, thanks to its ability to deliver everyday ridability and two-up load factors combined with the zest and performance of a good-handling sportbike.

You wouldn't ever have called the VFR750 a thrilling bike to ride, but it sure was fun as well as practical; for bikers who wanted or could afford just a single motorcycle for a variety of riding purposes, rather than a garage full of finely focused mounts, this was the one to have.

Not anymore. In the very same week in which John Kocinski brought Honda's four-year quest of four-stroke racing's holy grail - the World Superbike crown - to a successful conclusion, the Japanese manufacturer launched its completely revamped VFR - dubbed the "Interceptor" - on the world stage at the Paris Show. This model's all-new, fuel-injected 781cc V-four engine is essentially a larger version of the same motor as is used in Kocinski's title-winning RC45.

As such, it's a bit of a pay-back. The RC30 that kicked off Honda's supremacy in the Major League of superbike racing a decade ago in the hands of Fred Merkel was itself a spinoff of the very first VFR750, launched back at the end of 1985, and was Honda's attempt to create a new kind of two-wheeled all-arounder by combining performance and handling worthy of an Isle of Man TT-winning sportbike, with the comfort and practicality of a more mundane tourer.

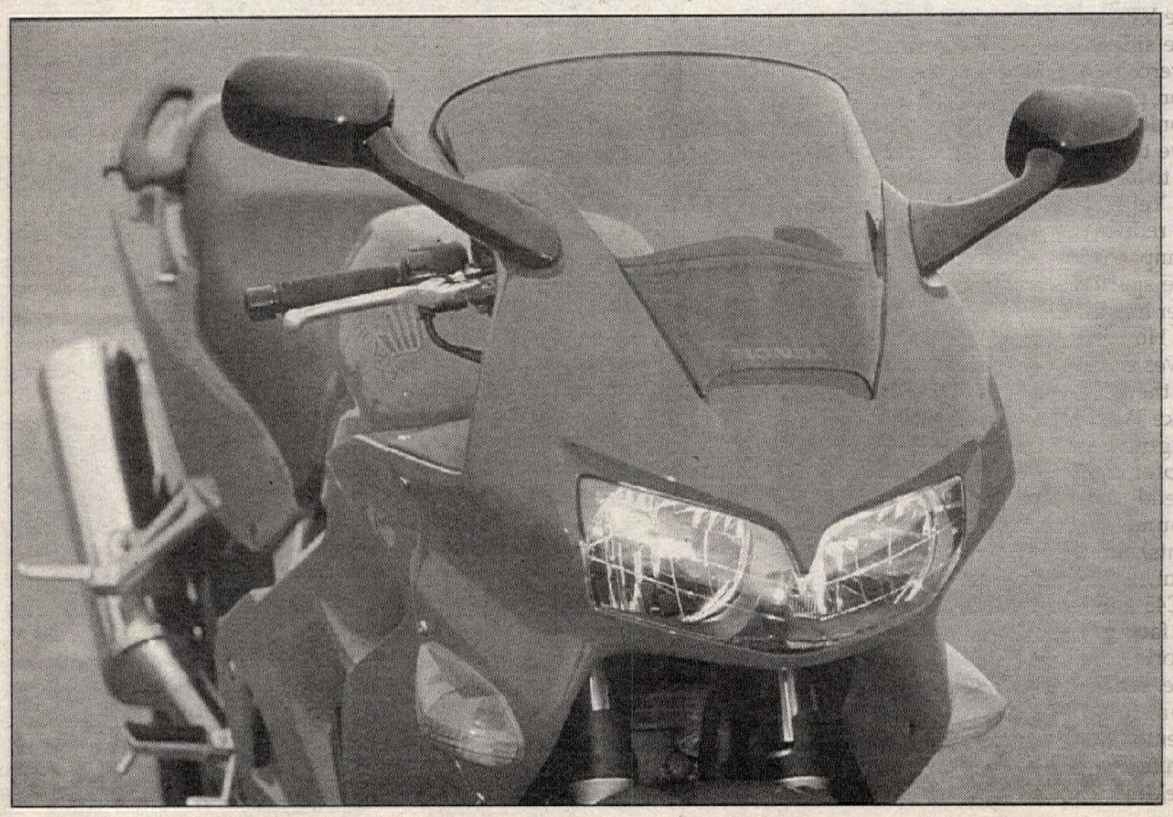
As the tens of thousands of VFR customers all over the world in the decade since then will tell you, Honda succeeded. However, the one thing about being creative is that you invite others to copy you while you set standards at which they can aim. Ask Chrysler.

For just as Chrysler created the Multi-Purpose Vehicle category (MPV) on four wheels back in 1983 when they launched the Voyager minivan, so Honda effectively created its two-wheeled counterpart two years later with the VFR750. Chrysler went on to sell more than 6 million Voyagers over the next 12 years, during which time its original concept was copied and gradually surpassed by everyone from Toyota to Ford.

But then Chrysler reinvented the people carrier two years ago with the born-again Voyager, and leapfrogged back over its replicator rivals to the top of the MPV heap by using its unrivaled experience in the MPV market to set a new set of benchmarks for the next development cycle.

Now the same thing's happened on two wheels. After years as the king of multipurpose motorcycles, the VFR's status as sport tourer supreme had

(Above) Although similar in appearance and design to the bike it replaces, don't let that fool you. The 1998 VFR is a completely new motorcycle. (Right) The twin-lamp headlight bears a family resemblance to the VTR1000.



gradually been eroded - first by BMW, but especially by Ducati recently with the new ST2. Honda's reclothing of the VFR750 in 1994 with NR750-inspired styling only postponed the day of reckoning. But, just like Chrysler with the MPV, Honda has responded by reinventing the MPM: The multipurpose motorcycle has been born again.

There wasn't much doubt of that when the new VFR (no numbers; Honda has recognized that's what everyone called it anyway) was unveiled at Paris in September. Just reading the spec sheet and eyeballing the show bike had you convinced the best had just gotten better.

And riding the new VFR on a press launch on Italian roads a month later confirmed that impression, despite (or because of?) the fact that the introduction to the bike was held in pouring rain.

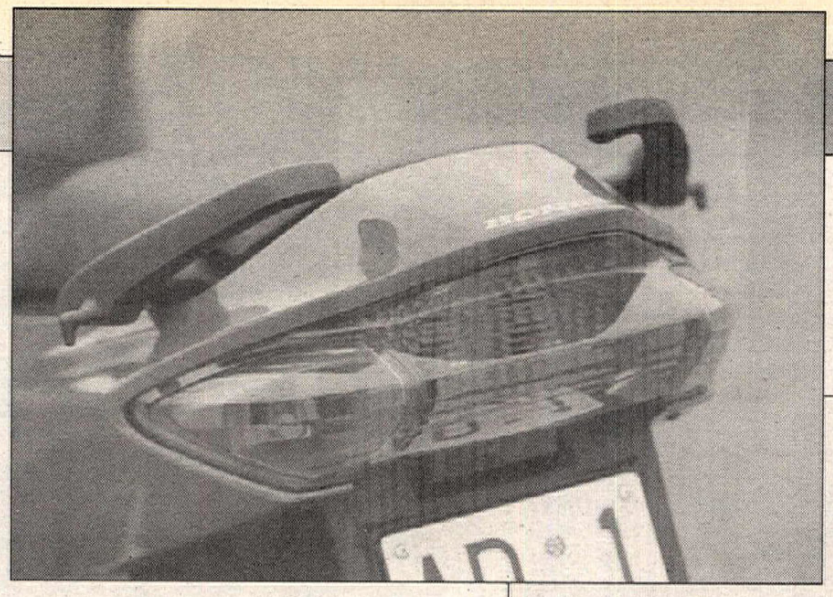
The world's finest all-around motorcycle - the bike that for the past decade you'd have chosen over all others as a true MPM - has leapfrogged back to the top to set a fresh set of multipurpose standards, building on its RC45 heritage to add spirit to function. This is now a bike with the capacity to thrill as well as satisfy. In uprating the VFR's performance and sharpening its road skills, Honda has moved the sport-touring goal posts almost out of sight of its rivals.

However, the RC45 isn't the only one in Honda's family of bikes that played a part in this; one year ago, with the debut of the V-twin VTR1000 sportbike, it was apparent the company had opted to kick off its foray into the territory of what had hitherto been the almost exclusive ground of the European manufacturers by building a twin-cylinder version of the VFR750, opting for a practical, all-around sport twin rather than a superbike with lights.

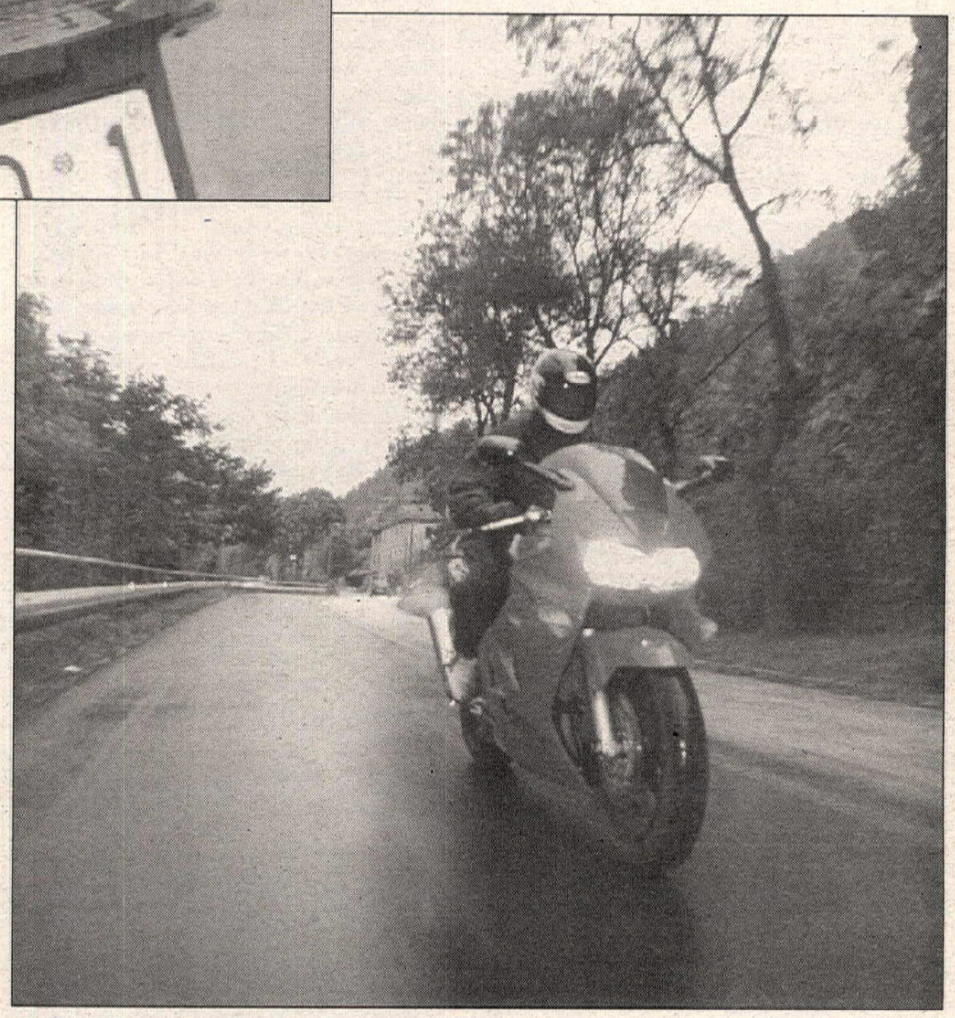
Now, a year later, Honda's turned the tables. Conceptwise, the new VFR is a four-cylinder version of the VTR1000! Like the twin, the VFR now has its Pro-Arm single-sided swingarm pivoting in the engine cases, Ducati-style, enabling the new triple-box-section extruded-alloy twin-spar frame to be 2.2 pounds lighter than the old VFR750's, while allowing the 16-valve DOHC 90-degree V-four engine to act as an integral, fully load-bearing part of the chassis, further reducing weight and bulk. Again like the VTR, the VFR's twin water radiators are side-mounted, allowing Honda to overcome the inherent weight-distribution problem of V-four motors by positioning the engine farther forward relative to the axles than it could before, so as to increase front-end weight bias.

Yet Honda engineers also managed to reduce the wheelbase by 1.2 inches compared to the old VFR750, and also to use sportier steering geometry for nimbler handling.

However, if Honda's new Interceptor owes much of its overall chassis layout to the VTR twin, it's to the RC45 superbike World Champion that it owes its engine design, for this is John Boy's motor made over - even down to the metal-composite cylinder sleeves (4.4 pounds lighter than the steel equivalents) and the PGM-FI fuel-injection system, which is closely related to the RC45's. However, this system turns out, in fact, to be an improvement over the World Champion superbike's EFI package, because the VFR's is a next-generation, fully integrated engine-management system incorporating both EFI and ignition, whereas the RC45 has separate fuel-injection and ignition systems (due to having come from two different manufacturers).



(Left) Though completely restyled, the VFR look is still recognizable. Passenger grab handles are made of nylon.
(Below) Riding the VFR is a revelation, even on wet Italian roads. The 781cc V-four provides a broad spread of torque.



Compared to the old 70 x 48.6mm VFR750 with its central cam drive, the new VFR motor is an upsized 72 x 48mm version of the RC45, its 2mm-longer stroke (compared to the superbike) delivering a capacity of 781cc. As on the RC45, it has the gear drive to the twin overhead camshafts per cylinder bank moved to the right side of the engine, allowing closer cylinder spacing and elimination of one crankshaft journal, all for a more compact layout and reduced weight and friction compared to the old central-cam-drive VFR750. But, unlike the 360-degree crank throws of the RC45, the new VFR is fitted with a 180-degree crank in order, Honda says, to offer "a smoother, wider range of performance in all riding conditions." Honda might also point to improved exhaust scavenging and reduced pumping losses in 180-degree guise, but even that's not the whole story.

Because when you sling a rain-suited leg over the VFR and thumb the starter, the hidden benefit of that 180-degree crank becomes apparent: This is a motorcycle engine with added personality - as well as the extra traction of a big-bang motor.

The offbeat lilt of the exhaust note at idle and flat drone at high speeds sound vaguely familiar - but try gassing it up from 1500 revs upward, and not only will the VFR's motor pull seamlessly away without a stutter, it'll sound like a double Ducati while doing so, until things smooth out at 4000 revs and beyond. (Sorry - er, make that a double VTR!)

However you look at it, it is a very distinctive note - no other motorcycle sounds like this, not even (for obvious reasons) an RC45. And not many others are as comfy and pleasurable to sit on and ride, because Honda's trademark attention to detail and quality of manufacture comes to the fore on the new bike.

Take the riding position: It is ideal for a 6-footer like me, and also apparently suited other, shorter riders with whom I swapped impressions - all without adjusting the quite high-set handlebars that can only swivel back and forth anyway, not alter for rake or height (why not, though? BMW's do).

Okay, one size fits all. But that also applies to the 31.7-inch seat height (up .2 of an inch from the 750) and the hefty hero-tabbed footpegs - just the right position for comfort in freeway-cruising or touring modes, yet pretty well-placed for scratching around Racer Road. (Well, it *did* start to dry up on the way home, so I did).

I wonder how long it took Honda's R&D staff to dial up such an ideal stance, juggling so many variables to the last fraction of an inch. However long it took, it was worth it. The seat's quite comfy, too, and the screen is cleverly designed so that the central air vent above the twin headlamps directs air under the windscreen to raise the height of the airstream hitting the rider when he's going fast, reducing blast and roar. This is clever stuff and it really works: Cruising at 110 mph (the VFR's comfy mile-eating gait on a freeway), you're just sitting there in your own little envelope, untroubled by excessive wind buffeting or noise, with no need to hold too tightly on to the bars to maintain your ideal stance. Honda's wind-tunnel-developed aerodynamics really work in terms of reducing rider fatigue over the long haul, and the weather protection offered by the fairing, which has roughly the same frontal area as the old bike's but with much less drag due to improved aerodynamics, was pretty good, too.

Short haul's spiffy, as well. You notice at once that the shorter wheelbase (coupled with the new, more sporty steering geometry) makes the new VFR quite a bit more agile and easy-steering than the old bike. This was especially evident in a morning's ride along twisting Italian mountain passes, once I'd learned to trust the dual-compound BT57 Bridgestones in the wet conditions. These have better grip in the rain than I expected with such a minimalist tread pattern, and delivered no frights in spite of the lousy weather. The round profile of the 180/55 rear probably suits the VFR's multipurpose nature well, too, and the 120/70 front's fairly pointy shape helps promote that nimble handling.

The revised engine position and altered weight bias of the new bike join with the steering geometry in eliminating the power understeer on fast turns from which the old VFR750 suffered (because the motor was too far back in the frame), delivering more neutral steering at speed and making it easier to hold a tight line at constant revs on a twisting freeway.

And while the damp roads prevented an opinion of how well the VFR's suspension works on the limit, the ride quality of the Showa 41mm cartridge forks (same as on the old 750, but with 10mm more travel - 120mm front and rear) and Pro-Link rear end over some pretty dire patchwork road surfaces was excellent.

The VFR feels solid and well-made. Riding it gives the impression you're on a refined product. Its build quality really stands out, and so does the detailing, from the adjustable clutch and brake levers to the light, smooth takeup of the eight-plate hydraulic clutch, the clear dash with easy-to-read instruments that are a model for others, and the well-placed mirrors that absolutely do not vibrate even at 125-plus-mph speeds.

There's room for a U-lock in the storage space under the passenger seat, but though the strong anchor points on the rear bodywork will make strapping on luggage quite easy (though fitting a tank bag would be difficult - there's nowhere to clip it on to), there's one major omission that is very surprising, given Honda's otherwise thorough approach to practicality, and that's the lack of any receptacle to stash loose change or credit cards in, making each stop to pay your way a source of irritation - especially in a rain suit! The passenger accomodation is excellent, with the substantial twin handgrips ideally placed and the footpegs not too high. This is a true people mover.

Yet it is also one with a sporting soul, for however well-rounded the old bike was, the fact that the design of its carbureted engine first saw the light more than a decade ago was getting hard to ignore. Also, its performance was more

worthy than exciting. Honda has fixed that. Not only is the new RC45-based motor more compact and powerful than before (just under 110 hp at 10,500 rpm for a bike weighing 458 pounds dry), it also feels much more responsive and eager-revving, thanks to the PGM-F1 fuel injection's crisp fuel delivery and light action of the butterfly throttles in its four 36mm throttle bodies. Those who are unaccustomed to the deft response of an EFI throttle might regard this as oversensitive and abrupt, but now that motorcycles are at last following the humblest of cars and gradually adopting EFI across the board, people are going to have to get used to coping with what is nothing more than added precision. On the VFR, what you dial up on the twist grip is delivered instantly to the back wheel, making the bike accelerate harder and more cleanly all through the rev range.

The power delivery is smooth and flexible, with an ultraflat torque curve that most other manufacturers can only dream of. You can just throw a gear at it and, so long as the engine's revving somewhere above four grand, it'll get up and go. The result is a motor that - while it's quite happy tilting at the 11,800 rpm redline (something the old VFR750 wasn't especially fond of) - never really invites you to rev it that hard, even if you want to pretend your last name's Kocinski.

Instead, you ride the waves of torque, short-shifting at around 8000 revs and, with the average 1200-rpm gap in the six-speed cluster's middle ratios, always find yourself back in the meaty part of the powerband when you hit the next-higher gear, without experiencing the hiccup or snatch on power takeup that was sometimes noticeable on the old bike.

The shift action is absolutely perfect - so precise and smooth you can actually shift down without the clutch as well as up, like when you're cruising on a freeway in top and need a little extra zap to pass a truck before it pulls out on you. Though this is not normally a recommended option, you can do this silently on the VFR and take advantage of the closeness of the top two ratios that are just 800 rpm apart.

Combined with the EFI computer, which selects a different map depending upon what gear you're in, you're presented with an extra kick of acceleration at the touch of a foot and the twist of a wrist - nothing more. But the VFR is pretty high-geared: 100 mph takes only 6800 rpm to obtain, and at 125 mph, the engine's only turning at 8400 revs. Just loping along at 75 mph uses only 5000 rpm. This is a very long-legged (and presumably economical) motorcycle, as befits its sport-touring status.

But it's also a fast one: I saw 150 mph on the way back to the coast, before running out of space, with still another thousand revs to the redline. The VFR is certainly a 155-plus-mph bike, in which case it's as fast as the BMW K1200RS with two-thirds of its engine capacity and 20 bhp less horsepower - but a *lot* less weight and bulk, and much more agile handling. And that's before considering the price difference...

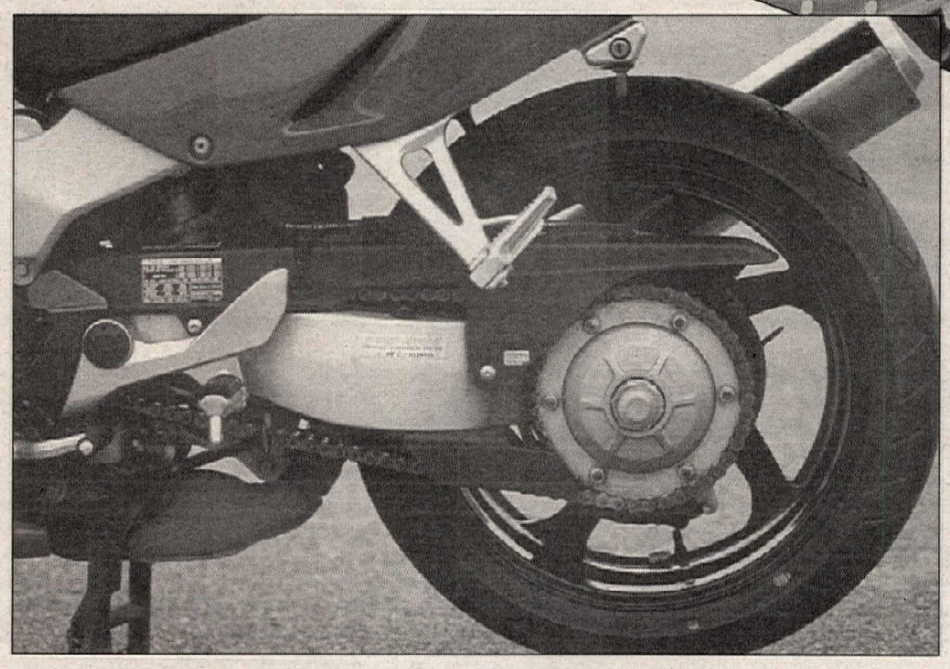
Or the fact that the Honda brakes superbly, even in the wet, thanks to the latest version of the Dual CBS linked system as is fitted to the CBR1100XX - and to Aaron Slight's works RC45 racer, though teammate Kocinski opted out and had it removed. The VFR has three differentially operated three-piston Nissin calipers with two independent hydraulic systems, with the hand lever operating the front calipers' outer cylinders and the middle one in the rear (via a remote secondary master cylinder), and the foot pedal the others. This delivers a very balanced feel that gave lots of confidence in the wet conditions of the launch ride: Not trusting the cocktail of surfaces on Italian country roads, I was using the foot pedal mainly at slower speeds on really treacherous surfaces, and the rear brake bias worked well, and safely. But then, on drying roads, and especially at high speeds on the *autostrada*, mainly using the front lever made the bike stop well in sporting mode, but without excessive front-end dive - even with the soft suspension settings chosen to maximize ride quality. This ensures that the front suspension keeps working properly and that the steering geometry remains more or less constant. There's more feel with the Honda CBS system than with a hub-center bike like the Tesi or ASP, which also brake very flat: You can better sense what the front tire's doing. Then, by using both foot and hand levers and squeezing hard, you can stop really quickly. Only, you need a dry road, too...

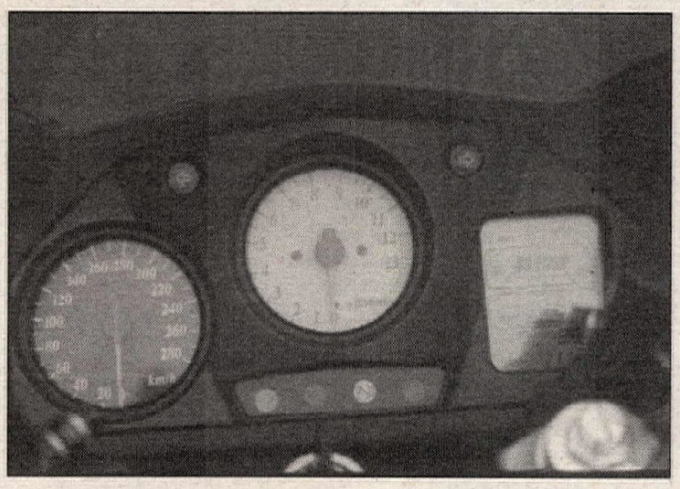
But because the two brake systems are mutually independent, not only have you got a car-type dual setup's extra safety, you can also dial up different braking responses depending on the conditions, once you learn how to mix and match the two. I'll admit to being cynical about Honda's linked-brake package in the past, and I'm still not convinced it has a place on a racer, or a sportbike like the CBR1100XX. But in its VFR application, on an MPM, I've become a believer.

In the past decade, the VFR750 became accepted as the benchmark for all-arounder excellence - a true multipurpose motorcycle that was good at everything, with no chinks in its armor. Now, for sure, the best has become still better. Just like one of those irritating kids you had to deal with at school, the one whose feat of combining an A-plus grade average with star status on the football field or sports track leaves his peers feeling hopelessly envious and/or inadequate, Honda's new VFR is the bike that can do everything - from scratching down Racer Road on a Sunday morning to touring two-up into the far blue yonder, with the queen of the cheerleaders behind you, clutching her arms around your waist.

Well, we can all dream, can't we? CN

(Left) Honda's linked-brake system - Dual CBS - is fitted to the new VFR. (Below left) The VFR is still fitted with Honda's Pro-Arm single-sided swingarm, but it is now pivoting in the rear of the engine case, just as on the VTR1000.





(Above) Gauges are clear and easy to read, with the white-faced tach in the center and an LCD information panel to the right. The speedometer is on the left.

Honda VFR Interceptor

Specifications

Engine	Liquid-cooled DOHC 90° V-four four-stroke w/ gear-driven cams and four valves per cylinder
Bore x stroke	72 x 48mm
Displacement	781cc
Compression ratio	11.6:1
Fuel induction	Digital, computer-controlled programmed fuel injection with four, 36mm throttle bodies
Ignition	Digital 3-D mapping, computer-controlled with electronic advance
Transmission	Six-speed
Suspension	
Front	41mm HMAS cartridge fork with stepless spring preload; 4.7 inches travel
Rear	Pro-Arm single-sided swingarm with rising-rate linkage, HMAS gas-charged shock with seven-position spring preload and stepless rebound damping adjustment; 4.7 inches travel
Brakes	
Front	Dual 296mm discs with LBS three-piston calipers
Rear	Single 256mm disc with LBS three-piston caliper
Tires	
Front	120/70ZR17 radial
Rear	180/55ZR17 radial
Wheelbase	56.7 inches
Rake/trail	25.5°/100mm
Seat height	31.7 inches
Dry weight	458.6 pounds
Fuel capacity	5.5 gallons
Color	Red
Price	$9499

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D-37 Big Six Grand Prix Series, Round 6

The unusual prospects

(Left) Doug Chiapuzio won the 250cc Expert class and finished third overall in the Open class at the Prospectors MC California Grand Prix.
(Above) Senior-class winner Rex Staten turned in an impressive ride on his '79 Maico 400 in the combined Vintage/Classic/Four-Stroke/Dual Sport race by taking the overall win over Jeff Capt, who won the Four-Stroke Expert class.

By Matt Freeman

GORMAN, CA, NOV. 1-2

The final round of the District 37 Big Six Grand Prix Series came to an end in a totally different fashion than did the five rounds before it. The Prospectors MC 12th annual California Grand Prix, held at the Hungry Valley SVRA, saw many faces unfamiliar to the series in the winner's circle. Few races saw the usual favorites prevail but, regardless of the outcome, spectators and riders alike were treated to close battles and a slower-than-usual course that only allowed competitors three laps before the checkered flag fell.

Twelve races were scheduled for the entire weekend, most of them at an hour apiece. The 10-mile course employed the cement-based Quail Canyon starting gate for takeoff, a professionally groomed motocross track, and approximately eight miles of washes and winding two-track trails that hug the hillsides of Hungry Valley.

The 40-rider gate dropped for the first time at the start of the Unclassified race, but not for everyone. Rider turnout was so high that three rows were used at the start, requiring some competitors to work their way up from behind before reaching the front of the pack. CR500-mounted Donnie Morrison started on the second row and, amazingly enough, worked his way up to ninth at the end of the motocross section. By the end of the first lap, Morrison had passed IMS-backed Randy Norman for the lead.

The most exciting scuffle of the race was between the 250s of Andy Segale and Joey Lanza, who also started on the second row. They too had worked their way around a fading Norman and had managed to grab the second and third places, respectively. As the checkered flag fell for Morrison and his first Unclassified win of the year, the crowd waited anxiously for Segale and Lanza to come into sight. When the two KX riders came into view, Segale was still heading up second place, but Lanza was right on his tail. As luck would have it, a sandy turn got the best of Segale, and so did Lanza when Segale laid it down with the finish line in sight. Lanza literally motored right over the downed rider and into second place, posting his best overall finish of the year. Segale was able to salvage third just before the hard-charging YZ250 of John Rudder could catch him.

When the Vet Expert/Amateur race rolled around just before noon on Saturday, Team Green's Paul Krause seemed to be the clear-cut favorite, as he has been all year. His biggest worry appeared to be a hotter-than-ever Morrison, who was already familiar with the course due to his dust-free Unclassified win. However, Morrison turned out to be the least of Krause 's worries, as CR250-mounted Drey Dirks used his years of motocross skills to nab the holeshot. Krause, on his KX500, filled in behind Dirks, followed by Segale and Rudder.

"I got kind of a bogus start," Krause said about his second-place start. "I could gain on Drey out in the desert, but he'd pull away in the motocross (section). I just couldn't get him in time."

Time did indeed run out for Krause, who still claimed the Vet Open-class win despite a second-overall race finish. Dirks' lead was monstrous at the checkered flag despite crashing twice out on the back section of the course. The overall win was Dirks' first in the series. Third to the finish behind Krause was Rudder, tailed by Morrison.

The talk of the pits on Saturday was the Team race, which posted a $1200 purse for the winning team. Last year's winning team of Dirks and motocrosser Spud Walters wasted little time working their way to the front aboard the same 250 that Dirks used in the Vet race. As the hour-and-a-half team effort wound down, the Dirks/Walters team stayed at the top of the lap sheet all the way to the finish, exchanging the bike after every lap and pitting only once. Grand Prix specialist Oakley Lehman brought out motocrosser Jeff Willoh as his teammate to pilot Lehman's Team Green-backed KX250. The duo turned in an impressive ride and collected the second-place prize money. Previous event winner Jimmy Lewis teamed with Dave Donatoni on a CR250 to claim third. The first Open bike to finish was the KX500 of Krause and Dave Ondas, followed by an impressive fifth-place effort from YZ125-mounted Ryan Dudek and Joel Albrecht. The Prospectors awarded prize money down to 10th place.

The big news on Sunday was the outcome of the Vintage/Classic/Four-Stroke/Dual Sport race, in which Senior race winner Rex Staten relived his glory days aboard a 1979 Maico 400. Staten took the holeshot and won the race, followed closely by XR600-mounted Jeff Capt. Capt, who won the Four-Stroke class on Saturday at a National Hare and Hound in Nevada, was leading the stroker class despite being in second overall behind Staten. Capt worked on Staten back and forth, but the strong-running classic Maico would not budge.

"He (Capt) got by me once," said Staten about momentarily losing the lead. "He went around me on the outside once, but I was able to get in underneath him at the next turn."

The last event of the weekend was the long-awaited 250cc race. Lanza jumped out to an early lead, followed by an onslaught of fast-charging riders, including Doug Chiapuzio, Lehman and Team Green ace Steve Hengeveld, who worked his way through the pack after getting hung up in the starting gate. On the second lap, Lanza's hammered KX250 was 15 seconds ahead of Chiapuzio, who had already chalked up an impressive third-overall finish in the Open race behind Krause and Ondas. Racing for his first overall win, Lanza pushed a little too hard, cartwheeling his bike in the desert section. Chiapuzio cruised by Lanza and motored all the way to the finish, claiming his first overall win of the series. Lanza brushed himself off in time to claim second, followed by race favorites Lehman and Hengeveld, who were evenly spaced out due to the dust.

"I think we all crashed out there," said a determined Lanza, who posted two second-place finishes for the weekend. "It doesn't matter, though. I should have won it." CN

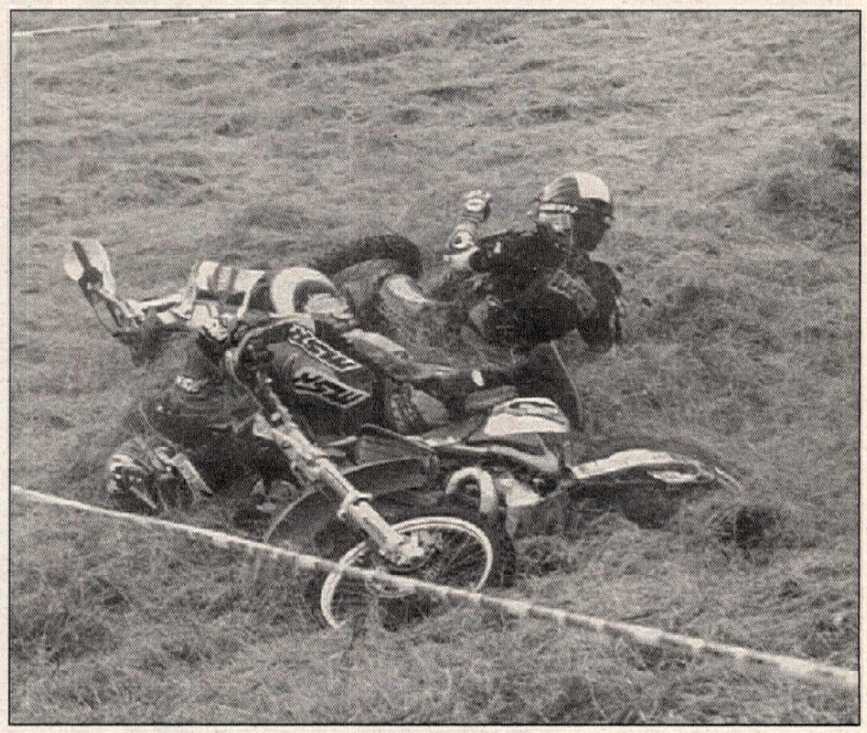
Prospectors Grand Prix
Gorman, California
Results: November 1-2, 1997

O/A: 1. Drey Dirks; 2. Paul Krause; 3. John Rudder.
UNCLS: 1. Donnie Morrison; 2. Joey Lanza; 3. Andy Segale.
SR 250 AM: 1. Dan Martinez; 2. Steve Anderson.
SR OPEN AM: 1. Kriss Kudla; 2. Bob Arellano.
SR 250 EX: 1. Jeff Harriott; 2. Terry Davis; 3. Rick Shirey.
SR OPEN EX: 1. Rex Staten; 2. Buddy Bosh; 3. Mike McGee.
MAG EX: 1. Jim Connolly; 2. Rowland McDonald.
VET 250 BEG: 1. John Cook; 2. Steve Taylor.
VET 250 NOV: 1. Jason Witty; 2. Tom Miller; 3. Robert Gunn.
VET 250 AM: 1. Alan Lipsky; 2. Bod Stephenson.
VET 250 EX: 1. Drey Dirks; 2. John Rudder; 3. Rick O'Donnell.
VET OPEN BEG: 1. Sakash Mishima; 2. Kevin Lane.
VET OPEN NOV: 1. Mike O'Donnell; 2. Tom Aunter; 3. Mark Davenport.
VET OPEN AM: 1. John Langhamer; 2. Lester Lehigh; 3. Eric Fleming.
VET OPEN EX: 1. Paul Krause; 2. Donnie Morrison; 3. Abe Baumann.
TEAM: 1. Dirks/Walters; 2. Lehman/Willoh; 3. Lewis/Donatoni; 4. Krause/Ondas; 5. Dudek/Albrecht.
125 EX: 1. Dana VanStee.
125 AM: 1. Ryan Dudek.
250 BEG: 1. Brad Schuler; 2. Champ Ferrato; 3. John Kher.
250 NOV: 1. Danny Caverhill; 2. Chris Cory; 3. Joey Soza.
250 AM: 1. Jeff Meek; 2. Morgan Crawford; 3. Beau Hayden.
250 EX: 1. Doug Chiapuzio; 2. Joey Lanza; 3. Oakley Lehman.
OPEN BEG: 1. Brian Mussetter; 2. Josh Wilmsmeyer; 3. Jeff Pauldine.
OPEN NOV: 1. Dal Trubey; 2. David Bates; 3. Rick Cortelyou.
OPEN AM: 1. Doug Chiapuzio; 2. Jason Trubey; 3. Luke Dodson.
OPEN EX: 1. Paul Krause; 2. Dave Ondas; 3. Robert Baehr.
4-STRK EX: 1. Jeff Capt.
CLSC: 1. Rex Staten.

Team Hare Scramble Championship of the World

Keegan/Hawk dangerous duo

(Left) Barry Hawk takes the checkered flag at the Team Hare Scramble Championship of the World in Ohio. Hawk teamed up with Brian Keegan to take the win. (Right) Keegan and Doug Blackwell tangled on the first lap. Kevin Brown went by on the inside.



By David L. Patton Jr.

ALBANY, OH, NOV. 1-2

Team Green Kawasaki's Brian Keegan and Bromley Suzuki's Barry Hawk Jr. put in three hours of nearly flawless riding to win the 1997 Team Hare Scramble Championship of the World. The 15th running of the Team Hare Scramble drew more than 200 teams over the two-day event.

The event's format includes a dead-engine Le Mans-style start and pit stops that require riders to pass off to each other their team's tag and bar code, which are used to score the event.

Mark Hyde teamed up with Jeff Russell, and local favorite Kevin Brown picked former National Hare Scramble Champion Tony Hendon as his partner, and the four old-timers in the Pro class had a great battle at the end of the day. Another rider who has competed in previous events is Team Suzuki's Larry Pegram. Pegram took time out from his superbike testing to try to redeem himself for a subpar performance two years ago.

Pegram and teammate Andy Brannon finished the race off the pace.

Action Sports promoter Drew Wolfe staged the riders for their downhill footrace to their bikes. Scott Plessinger was the first rider to his bike, and he led the field to the first turn. Keegan had his Kawasaki glued to Plessinger's rear wheel as the two GNCC stars tried to break away from the field. Keegan's run at the front hit a snag in the tricky grass-track sections.

"Gene O'Nail came across in front of me and when I touched the brakes, I slid down," Keegan said.

O'Nail's move put Keegan into second, and Doug Blackwell fell to the back of the field after getting caught in Keegan's crash.

Plessinger made the next mistake.

"I hit something and it nearly threw me over the bars," Plessinger said.

Conner moved his number-one machine into the lead halfway through the first lap, ahead of O'Nail, Hyde and Blackwell. Conner took a wrong turn and surrendered the lead to Blackwell, who was not able to hold off Keegan, who led Blackwell and Heath Bennett to the scoring barrels. Blackwell strung together two quick laps to take control of the race, ahead of Keegan and Plessinger. Blackwell has never won this event and, when he handed the lead to teammate Scott McLaughlin, his pre-race strategy was working.

"I want to get a big lead early and cruise to the win," Blackwell had said.

Unfortunately, McLaughlin ran into problems on his second lap on the 5.1-mile course.

"Jason Dahners caught me on my second lap and passed me when I went to pass a lapper and hit a stump or a log," McLaughlin said. "It shot me straight into a tree wide open, wrapping me around the tree."

McLaughlin got back to the pits, but his last two riding stints were tough as he tried to compete with an injured hip.

Dahners was tearing up the course, and the pre-race favorites were looking unbeatable until lap 10. "My throttle cable broke about a mile from the barrels on the grass-track section before we looped back into the woods," Dahners said. "I knew exactly what it was, because it's happened three times to me this year."

Heath Bennett led lap 11, then turned it over to teammate Robbie Jenks, putting Conner into the lead. Conner pitted one lap later and Keegan took over the point position. Plessinger and Dahners' chance for the win ended on the next lap, when they had to pit to put gas in Plessinger's bike - the machine they had to share because of the broken throttle cable.

Early contender O'Nail fell back when a stump got jammed in his brake pedal, and his teammate Gary Roach had two big crashes, slowing their charge to the front.

With all of the rider swaps, the last three laps would decide the championship. Keegan rode one lap; then he had to hand the lead back to Hawk.

"On the fifth lap, a tree limb poked a hole in my radiator and I had to pit," Keegan said. "We put pepper in it, but when I went out on lap 10, it was still leaking. I told Barry to go the rest of the way."

With two laps to go, Hawk held a 30-second lead after Shephard and Conner bobbled the tag exchange. Conner's charge didn't start out well: Two lapped riders crashed right in front of him, taking Conner down. Conner picked up his bike and cut Hawk's lead down to 24 seconds as they took the white flag.

"I rode the last lap kamikaze-style," Conner said. "I knew I could catch up, because I had been able to make up time on nearly everyone today."

Conner turned in the fastest lap of the day to run down Hawk. As they entered the grass track, Hawk could hear Conner's Yamaha gaining on him. Hawk knew what to do when the pressure was on.

"I've ridden in a lot of big races, and I knew if I tried to push in the grass track, I might fall," Hawk explained, "so I backed it down a little and tried to hold the inside lines."

Hawk's last lap was his team's fastest lap of the race, and when he passed a lapped rider with two turns to go, he sewed up the win.

Conner crossed the line three seconds behind after an outstanding ride. Bennett sent Jenks out for the last lap, but Jenks was unlucky:

"I collided with a lapper with a mile to go, and Plessinger passed me for third," Jenks said.

Blackwell and McLaughlin claimed fifth place, ahead of Roach and O'Nail. Hyde passed Hendon on the next-to-last lap, and then Brown took over for Hendon. Brown screamed his 125cc Yamaha around the course trying to catch Hyde, but Hyde held on for seventh. Doug Rinehart and Shawn Sommers edged out Bub Thomas and Mike Crane to round out the top 10.

Keegan and Hawk celebrated their first championship.

"Other than the crash on the first lap, our day went really well," said Keegan as they collected the winner's share of the $4000 purse. CN

Team Hare Scramble
Albany, Ohio
Results: November 1-2, 1997

50 (4-6): 1. Kyle Wolfe/Josh Verity (KTM); 2. Kiefer Standley/Andy Kinnison (KTM); 3. Cory Buttrick/Daniel Wagoner (KTM).

50 (7-8): 1. Devan Welch/Mitchell Reynolds (Act); 2. Allen Nutter (Lem)/Aaron Kline (Cob); 3. Nathan Saving/Brandon Williams (KTM); 4. Andy Matheny (Act)/Levi Kilbarger (Lem).

MINI JR: 1. D.R. Atwood (Yam)/Joshua Gaitten (Hon); 2. Okey Johnson (Suz)/Timothy Hollenbeck (Hon); 3. Mitchell Reynolds/Jacob Mohney (Kaw); 4. Nathan Saving/Allen Nutter (Kaw).

MINI SR: 1. Jerod Deahl/Brandon Shriner (Yam); 2. Seth Patton (Yam)/Joshua Knapp (Hon); 3. Philip Kinnison (Suz)/Derek Collins (Yam); 4. Kyle Teel/Casey Brown (Yam).

PRO: 1. Brian Keegan (Kaw)/Barry Hawk Jr. (Suz); 2. Tim Shephard (Yam)/Duane Conner (Yam); 3. Jason Dahners (KTM)/Scott Plessinger (KTM); 4. Heath Bennett (Yam)/Robbie Jenks (Yam); 5. Doug Blackwell (Yam)/Scott McLaughlin (Yam); 6. Gene O'Nail (Kaw)/Gary Roach (KTM); 7. Jeff Russell (Yam)/Mark Hyde (Suz); 8. Kevin Brown (Yam)/Tony Hendon (Suz); 9. Doug Rinehart (Yam)/Shawn Sommers (Yam); 10. Bub Thomas (Suz)/Mike Crane (Suz).

L/W NOV: 1. Lee Wolf/Josh Rogers (Kaw); 2. Travis McAtee/Travis Jarvis (Yam); 3. Mike Slopko/John Hardesty (Hon); 4. Jeremy Elkins/Nate Elkins (Hon); 5. Casey Skinner/Joseph Polen (Kaw).

L/W: 1. Jerod Deahl/Brandon Shriner (Yam); 2. Shane Sims/Pat Pinkerton (Yam); 3. Scott Klamfoth/Bradley Smith (CRE); 4. Brandon Carr/Joe Webb (Yam).

H/W NOV: 1. Doug Wright/Len Kapton (Yam); 2. Shannon Thomas/Keith Vermillion (Kaw); 3. Jason Smith/Jamie Smith (Yam); 4. Seth Patton/Joshua Knapp (Yam); 5. Rond Rohr/Robert Hyde (Yam).

H/W: 1. Jeff Anderson/Jamie Thompson (Kaw); 2. Keith Gwinn/Scott Hayes (Yam); 3. Jason Jarvis /Chad Jarvis (KTM); 4. Ricki McAtee/Jeffrey Wright (Yam); 5. Andy Shea/Jason Schutte (KTM).

OPEN: 1. Scott Martin/Bob Ellis (Kaw); 2. Brad Sells/Daniel Bryan (KTM); 3. Michael Matoszkia/Mike Graney (KTM); 4. Buss Wentz/Eric Buroff (KTM); 5. Jeff Wood/Mark Abdella (Yam).

VET: 1. Wally Wilson/Jim Robson (KTM); 2. Mark Adkins/Steven Hashman (Kaw); 3. Richard Robinson/Rick Russell (Hon); 4. Tom Parfitt/Gallie Ward (Yam); 5. Michael Gambrell/Randy Oakes (KTM); 6. Raymond Dunaway/Gerry Bennett (Kaw).

4-STRK: 1. Richard Bryan/Don Bohn (KTM); 2. Erik Robson/Dave Hellyer (Hon); 3. Mark Kinnison/Richard Lanning (Hon); 4. Darrell Hardin/Steve Wheeler (Hon); 5. Jurgen Robson/Mike Keeton (Hon).

FATHER/SON: 1. Jeff Gibson/Dan Gibson (Kaw); 2. Tom Meyers/Tom Meyers Jr. (Kaw); 3. Michael Schwartz/Justin Schwartz (Suz); 4. Gary Spencer/Terry Spencer (Yam); 5. Jeremy Berwanger/Roger Berwanger (Yam).

Claxton beats them all

Rick Claxton fought the rocks, mud and rain en route to finishing first overall at the NETRA Black and Blue Enduro.
(Above right) Jason Cayer rode well and finished one point behind Claxton, 23-22, which earned him second overall.

By Paul Clipper, Trail Rider Magazine
Photos by Jay Chittenden, Fast Line Photos

STAFFORD, CT, NOV. 2

Factory Connection-backed Rick Claxton once again proved that consistency can pay off - especially in enduros - by winning the NETRA Black and Blue Enduro. Claxton spent the day at his usual fast pace, made no mistakes that he couldn't overcome, and reigned supreme over a tough field that took its share of knocks.

"Knocking" is what it's all about at the Black and Blue Enduro because the terrain in central northern Connecticut is rocky and unforgiving, and, at this time of year, all the leaves are newly down, making it impossible to see rocks, roots, most of the mudholes - and sometimes the trail itself. The early riders sometimes seem to use Braille to follow the arrows, and plenty of drizzling rain on the day of the event certainly didn't help the fun factor.

This year, the NETRA championship would not depend on who did what at the Black and Blue. Last year's champ, Jason Cayer of Razee's Cycles, had already wrapped up the series at a previous event, but was still on hand to collect perhaps one more trophy. Also on hand was local New Englander Kevin Hines, getting in one more ride before the winter shuts down the enduro series. Last year's NETRA hare scrambles champ, Tommy Norton, was also in attendance, as was the new hare scrambles champ, Josh McLevy.

There was plenty of talent lined up for the start in merciful but short-lived dryness, with a total of only 130 riders braving conditions for the day.

As usual, Hines jumped out in front, showing off his ample experience at enduros by entering the best score at the first points-taking check, check two. Hines dropped a 0:39, while Cayer and Norton came closest with a 0:57 and 0:55, respectively. Everyone else lost a point or more at that check, and the pack rumbled off to the next two tight checks. Most zeroed check three, and then check four took a point from Hines, Norton, Cayer, Claxton, and Tech Tube's Bob White, who scored a previous NETRA overall win and is always in contention for top points.

Check five was the first check-in to a serious points-taking section, where the top riders lost their first real points for the day. In this section, Norton showed his old hare scrambles style, and he unplugged a field's-best three-point loss at the check-out, check six. Hines and Cayer were right there, but they missed the flip, scoring a four at the check-out. That put Norton in the lead by a full point, but it was a risky place to be with two more zero checks coming up.

Both checks seven and eight were easily made by most of the A riders; however, Norton stopped paying attention before check eight and walked in before the flip, scoring two burn points. Hines lost concentration before check seven and went in a few seconds late, picking up an extra point there, while Cayer came clean through both, moving into the front-runner's position.

On the way to check nine, things evened out again. Nine was an emergency check easily made by the top riders, though Cayer fell asleep and went in past the flip, scoring a 1:18, while Hines clocked another zero - 0:31, to be exact - and the two were once again tied for points. Norton had the bad luck to tag a rock with his foot, spraining it - he found it impossible to ride, so he was out for the day. Claxton also scored a zero at check nine, as did White and McLevy, and a number of the better A-class riders, but Hines and Cayer still had them all by a point, at least.

Josh McLevy got a chance to show off his hare scrambles skill at check 10, carding a blistering two points - half the points taken by Hines and Cayer. This moved Cayer up, but with his burn points from earlier, it didn't bring him much closer to the front. Hines and Cayer both scored fours, as did Bantam A rider Hans Neff.

Check 11 was a known-control check into the last loop, a brutal pounding in a section of rocky forest outside of Union, Connecticut. Shortly after the check-in, Hines, who had decided to wick it up, leaped a ditch successfully but tagged a large, hidden rock with his engine. Clutch pieces blew all over the scenery and forced his retirement for the day.

White, Cayer, McLevy and Neff all scored five points at the check-out (check 12), but in that section Claxton also seemed to come alive. He clocked out with only a four-point loss, and carried his momentum into the 13th check, which fell back-to-back with check 12. Claxton scored a single point at the check-out, while all other riders in contention scored two.

This tied Claxton up with Cayer, although Cayer had no knowledge of this. Claxton knew he had a good score going and held on through the 14th check-in. He then flew to the check 15 check-out with a five - fully one point better than anyone else, including Cayer. When all the cards were in, Claxton had the win overall, with 22 points lost to Cayer's 23. Third overall was Neff, who picked up the High Point A trophy with his 25-point score. White was fourth overall and second in the AA class, and Josh McLevy filled out the top five, with third AA.

Scoring the High Point B award once again was Raffi Peterson of the CRE team, now impatient to be moved up to the A class, where he can do some real damage. Raffi scored a 38; the next-best B-class score was turned in by Ryan Brown, who topped the B Heavy class with a 49. The C High Point was taken by G. Diedrich, who topped the class on a shortened C course with 53 points lost, just nipping Four-Stroke C rider J. Grant with a 54. The lovely, yet formidable, Heidi Landon finished up her enduro season in the Women's class with another win, scoring 76 points to check 10. CN

NETRA Black and Blue Enduro
Stafford, Connecticut
Results: November 2, 1997

O/A: Rick Claxton (CRE).
H-PT A: Hans Neff (KTM).
H-PT B: Raffi Peterson (CRE).
H-PT C: G. Diedrich (Kaw).
AA: 1. J. Cayer (CRE); 2. B. White (CRE); 3. J. McLevy (Hon); 4. K. Hines (CRE); 5. T. Norton (KTM).
BNTM A: 1. S. Antoniou (Kaw); 2. J. Cooney (KTM); 3. N. Dennett (KTM); 4. K. Howley (KTM).
BNTM B: 1. J. Picard (Suz); 2. J. McLaughlin (Kaw); 3. C. Borovicka (Hus); 4. D. Douchette (Kaw); 5. B. Wozniak (Kaw).
BNTM C: 1. R. Costa (Suz); 2. W. Morales (Kaw).
L/W A: 1. M. Bingham (Suz); 2. S. L'Heureux (Hon); 3. G. Arnold (Suz); 4. S. Fastert (Suz); 5. P. Cosgrove.
L/W B: 1. B. Lee; 2. E. Landon (Kaw); 3. J. DeSimone; 4. R. McKenzie (KTM); 5. T. Barnabic (Hon).
L/W C: 1. B. Staper.
H/W A: 1. M. Zahansky; 2. B. Sironen (KTM); 3. M. Nash (KTM).
H/W B: 1. R. Brown (KTM); 2. P. Vanryswood (KTM); 3. M. Stone (Hon); 4. J. Cote (KTM); 5. J. Copeland.
H/W C: 1. S. Harrington (KTM); 2. T. Donner (Hus); 3. E. Jarvas (KTM); 4. D. Schucht (KTM); 5. A. Fagan (KTM).
4-STRK A: 1. J. Burns (Hbg); 2. R. Seymour (Hon).
4-STRK B: 1. J. Considine (Hus); 2. A. Jalbert (Hon); 3. A. Fabiano (Hon).
4-STRK C: 1. J. Grant (Hon); 2. T. Smith (Hon); 3. D. Oram (Hon); 4. P. Nault (Hon); 5. C. Norin.
VET A: 1. S. Fischer (CRE); 2. F. Goldberg (Hon); 3. K. Robbins (CRE); 4. G. Wurlitzer (Hon); 5. D. Cowan (Kaw).
VET B: 1. R. Lemieux (Hus); 2. B. Rocha; 3. P. Darezzo (Suz); 4. K. Corbeil (Suz); 5. J. Silva (KTM).
VET C: 1. L. Snyder (Kaw); 2. C. Singer (KTM); 3. D. Cameron (KTM); 4. J. Simmoas (KTM); 5. P. Rainone (Hus).
SR A: 1. D. Broatch (KTM); 2. R. Rodrigue; 3. B. Johnson (Hon); 4. J. Stoddard (KTM).
SR B: 1. P. Anania (Hon); 2. D. Joseph (KTM); 3. K. Davis; 4. R. Landry.
SR C: 1. M. Mumford (Suz); 2. C. Kennedy (Suz); 3. F. Kaess (Hus); 4. K. McKenzie (KTM); 5. D. Ploski (Hon).
S/SR: 1. K. Goodell (Hon); 2. G. Razee (Hon); 3. T. Farley (CRE); 4. I. Moiseff (Kaw).
WMN: 1. H. Landon; 2. P. Stewart (KTM).

Hines ends on a high note

By Kevin McKenna

POMONA, CA, NOV. 6-9

After dominating the NHRA Pro Stock Bike Series all year and winning the class championship in just his second season, the last thing Matt Hines wanted to do was end 1997 with a loss.

Even though he clinched the title two races earlier at the Sears Craftsman Nationals in Topeka, Kansas, Hines - who grew up in Whittier, California, not far from Pomona Raceway - had no problem motivating himself as he won for the eighth time in 14 races in front of a large group of family and friends at the Southern California strip during the NHRA Winston Drag Racing season finale, with a 7.35-to-7.41 win over John Smith in the final.

Hines dominated for much of the event, but did not qualify in the top spot. That honor went to Angelle Seeling, who rode her Close Call Suzuki to a 7.35 to slip ahead of Hines, who ran a best of 7.36 aboard the Vance & Hines Suzuki, tuned by his father, Byron.

Seeling, the winner of the Topeka event and a finalist at the most recent event in Memphis, Tennessee, wasn't able to continue her strong showing, as she was upset in round two by former champion Dave Schultz, giving Hines virtually a clear path to the title.

Hines used his performance edge to his advantage in eliminations with a 7.36 win over Larry Cook in round one, a 7.35 opposite Steve Johnson's Slick 50 Suzuki in the second, and a 7.40, his slowest run of eliminations, in the semis against Schultz, who trailed with a 7.48 aboard his Sunoco-backed entry.

Hines' victory over Cook in round one came with an added bonus in the form of a new NHRA speed record of 186.95 mph, slightly bettering his old mark of 186.37.

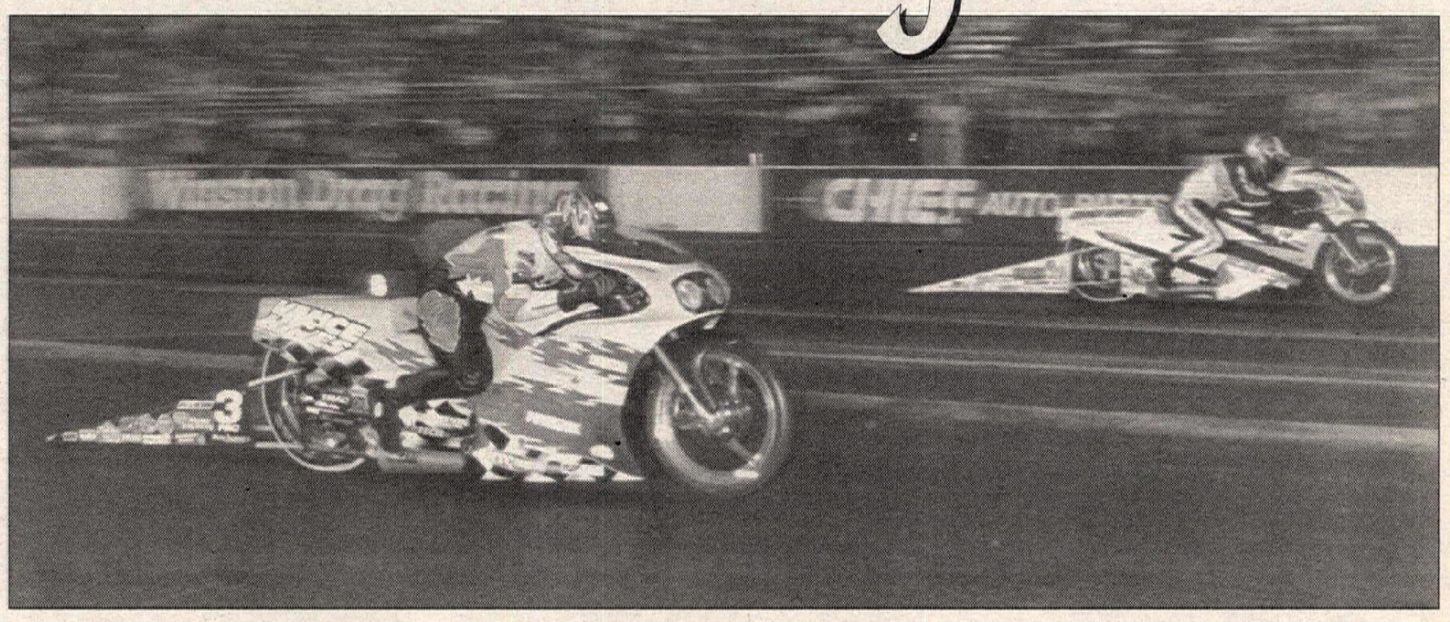
"We came to this race thinking we could set the (elapsed time) record, but the weather conditions weren't right for that," said Hines, who also holds that record with a 7.29. "We didn't expect to get the mph record, though. That's a nice way to end the season. It shows that we have the power to run big numbers."

Hines also managed during his title run to accomplish one of the rarest feats in all of drag racing by going an entire season without losing in the first or second elimination round. Hines lost in the semis just twice in 14 races and has four runner-up finishes to go with his eight wins.

"We got off to a bit of a slow start this season," said Hines, who didn't win until the season's fourth race in Richmond, Virgina. "Fortunately, we finished strong. My father and I have been in our shop for the last two weeks, preparing for this race and trying to stay focused."

Smith didn't exactly end his season on a down note after losing the final. His semifinal win over John Myers gave him enough points to overtake Seeling for fourth place in the standings, a position he has occupied for the last three years. He also turned in a memorable season with a win at the inaugural event at Gateway International Raceway in Fairmont City, Illinois, and three other final-round appearances this season.

"Of course I wanted to win, but we accomplished one of our major goals by finishing fourth in the points," said Smith, the 1996 Winston Finals champ. "I managed to save face with the guys back in our shop. They've been riding me about being fifth, but now I won't have to listen to them all winter." CN



(Top) Newly crowned NHRA Pro Stock Bike champ Matt Hines and the Vance & Hines team celebrated for the eighth time this season after Hines won the season-ending Winston Finals at Pomona Raceway. Hines has now won 10 times in his two-year career.
(Above) Hines, near lane, set a new NHRA speed record early in eliminations with a 186.95-mph blast, and finished strong with a 7.35-to-7.41 win over John Smith's Anoka-Ramsey Sport Center Suzuki in the final.

Pomona Raceway
Pomona, California
Results: November 6-9, 1997 (Round 14 of 14)

PRO STOCK FINAL: 1. Matt Hines (Suz) 7.35,181.96; 2. John Smith (Suz) 7.41, 179.17

(Left) Ross Johnston (216) edged out David Kelly (314) for the Over 30-class win at Tuskegee MX in Alabama.

Wright triples Tuskegee MX

By Gary Crider

TUSKEGEE, AL, OCT. 19

Brad Wright won five out of six hard-fought motos to earn top gold in the 60cc, Junior Mini and Super Mini classes at Tuskegee MX. Chad Albritton topped the Unlimited Amateur and Open Money divisions.

Chip Weatherup nailed both of the holeshots in 60cc racing, only to see Wright eventually go by for the moto wins. Weatherup had to settle for second, over Ret Turner.

Junior Mini action featured close, three-way contests in both motos as W.L. McCarley and Michael Graham challenged Wright. Their battle had an exciting conclusion, as each of the three had a turn at the lead during the final lap of the second moto. Wright was first at the flag, netting a perfect score over McCarley (3-2) and Graham (2-3).

Wright's win in the opening Super Mini moto came in spectacular fashion as he moved up after a poor start and then passed race leader John Bedsole in midair at the checkered. Moto two saw Wright come back from a spill at the start to finish in second, which was good enough for the overall ahead of Graham (3-1). Bedsole did not finish the moto.

Graham and McCarley returned in the 80cc D class, where they traded the lead back and forth at least a half-dozen times during the day. Graham won the first moto, but McCarley won the final and the overall.

Freewheeling Honda's Chad Albritton ran away with both Unlimited Amateur moto wins, while Brad Taylor and Kevin Robison battled closely for the runner-up honors. Taylor had the edge in both motos. SYD Racing-backed Robison returned in 125cc C action, where he won both motos over Louie Reynolds.

Russell Radford got the holeshot in both 250cc C motos aboard his new Kawasaki and held on for the wins. Brian Shaw and Mark Leatherman saw their fight over second-place gold come down to a winner-take-all dice in the final moto. Shaw held tough over Leatherman in what was nearly a photo finish.

Jon Masters won both 125cc B motos, while his closest challenger, Mark Taylor, was unable to finish the second moto. Josh Thompson was second, ahead of Brad Hamby.

Forrest Lane proved that consistency counts: His 2-2 finishes earned the 50cc-class win. Justin Abbott won the first moto but was slowed by mechanical problems in the final and placed third overall. Similarly, Josh Humphries was leading the first moto when his Cobra lost its chain. Humphries came back to win the final moto, netting fifth overall.

Results.

50: 1. Forrest Lane (Lem); 2. David McCandless (KTM); 3. Justin Abbott (Lem); 4. Daniel Vance (KTM); 5. Josh Humphries (Cob).

60: 1. Brad Wright (Kaw); 2. Chip Weatherup (Kaw); 3. Ret Turner (Kaw); 4. Devin McCandless (Kaw); 5. Terry Chambley (Kaw).

80 D: 1. W.L. McCarley (Hon); 2. Michael Graham (Kaw); 3. Wilson Hunter (Hon); 4. Matt Ragsdale (Kaw); 5. Jonathan Redmond (Hon).

JR MINI: 1. Brad Wright (Suz); 2. W.L. McCarley (Hon); 3. Michael Graham (Suz); 4. Chip Weatherup (Suz); 5. Bryan Milligan (Suz).

S/MINI: 1. Brad Wright (Suz); 2. Michael Graham (Kaw); 3. Chip Weatherup (Suz); 4. Bryan Milligan (Suz); 5. Terry Chambley (Kaw).

YTH: 1. Adam Brannum (Yam); 2. Mark Taylor (Yam).

125 B: 1. Jon Masters (Yam); 2. Josh Thompson (Suz); 3. Brad Hamby (Suz); 4. Keith Brown (Hon); 5. Mark Taylor (Yam).

125 C: 1. Kevin Robison (Suz); 2. Louie Reynolds (Suz); 3. Adam Brannum (Yam); 4. Derek Burgess (Hon); 5. Ronnie Baxley (Hon).

250 B: 1. Eric Parham (Kaw); 2. Rusty Bufford (Hon); 3. Brad Hamby (Suz); 4. Jeff Elliott.

250 C: 1. Russell Radford (Kaw); 2. Brian Shaw (Kaw); 3. Mark Leatherman (Hon); 4. Jeff Lowery (Suz); 5. Eric Hunter (Kaw).

U/L AM: 1. Chad Albritton (Hon); 2. Brad Taylor (Suz); 3. Kevin Robison (Suz); 4. Mark Leatherman (Hon); 5. David Lowery (Hon).

25+: 1. Mike Hamilton (Kaw); 2. Rusty Bufford (Hon); 3. Russell Radford (Kaw); 4. Davy Dupree (Kaw); 5. Jeff Lowery (Suz).

30+: 1. Ross Johnston (Hon); 2. David Kelley (Suz); 3. Mike Hamilton (Kaw); 4. Rick Carlisle (Hon); 5. Joey Sirgusa (Suz).

OPEN MONEY: 1. Chad Albritton (Hon); 2. Ross Johnston (Hon); 3. David Kelley (Suz); 4. Jon Masters (Yam); 5. Davy Dupree (Kaw).

Nelson wins Barona Oaks MX

By Homer Eubanks

RAMONA, CA, OCT. 26

Dustin Nelson, who has spent many of his formative years at Barona Oaks raceway, went home with both the 250 and 125cc Pro-class money by taking repeat wins in both classes. Sunday's race was the 18th race of a 21-race series and drew 130 riders split into 29 classes.

Joshua West came out the top 125cc rider, with wins in the 125cc (16-25) and 125cc Modified classes. West spanked the other 16-25-class riders with repeat moto wins. West came back later on and again dominated the 125cc Modified class, which consisted of eight riders.

Geoff Walters took the title to the 125cc Intermediate division with a 2-1 finish. Michael Fox took the checkered flag in round one, but Walters put it together early in round two to take the overall win. Fox dropped to fourth in the second moto, giving Steve Yurkovic second overall. Fox took home the third-place trophy.

Inconsistent wins in the 125cc Beginner class put the overall up for grabs. Jonathan Widowiak ended up having the best handle on the event, as he took home the overall honors by placing second in both motos. Moto-one winner Billy Arnone had a 1-3 day to earn second overall. Peter Leo won the second 125cc Beginner moto, but a fourth place in moto one dropped him to third on the day.

Bradley Baquial won the 60cc (0-8) Beginner class after placing second to Jimmie Kelly in round one. Kelly couldn't keep up the pace that Baquial set in the second round and had to settle for second. Matthew Nielson took third with repeat third-place finishes.

Christopher Lounsbury earned a hard-fought win in the Pee Wee (0-6) Stock division. Lounsbury couldn't match the effort of Michael Hall in the first moto, but came back to win moto two. Hall was second for the day after he placed third in round two, behind Steven Lewis.

Results

INTRO TO MX: 1. Johnny Adams (Yam); 2. Brett Bauer (Yam); 3. Chris Adams (Yam); 4. Taylor Blanton (Yam); 5. Michael Capito (Kaw).

P/W F/T: 1. Cody Johnson (Lem); 2. B.J. Hart (Lem); 3. Zach Peddie (KTM); 4. Kristopher Chambers (KTM); 5. Ryan English (Yam).

P/W (0-6): 1. Christopher Lounsbury (KTM); 2. Michael Hall (KTM); 3. Steven Lewis (KTM); 4. Dakota Garner (KTM).

P/W (7-8): 1. Steven Cerda (KTM); 2. Bradley Baquial (KTM); 3. Clayton Murillo (Cob); 4. Justin Morgan (Cob).

60 BEG (0-8): 1. Bradley Baquial (Kaw); 2. Jimmie Kelly (Kaw); 3. Matthew Nielson (Kaw); 4. Cory Branch (Kaw); 5. Michael Schlereth (Yam).

60 (0-8): 1. Zachary Johnson (Kaw); 2. Cody Seevers (Kaw); 3. Kyle Spaulding (Kaw); 4. Alberto Heredia (Kaw); 5. Steven Cerda (Kaw).

60 (9-11): 1. Ryan Beat (Kaw); 2. Ivan Shultz (Kaw); 3. Brad Masters (Kaw); 4. Cas Swift (Kaw).

80 BEG: 1. Matt Stavron (Yam); 2. Ryan Landstrom (Yam); 3. Tyler Roberts (Yam); 4. Marc Abernathy (Hon); 5. Bobby Romero (Kaw).

80 STK (9-11): 1. Ryan Beat (Hon); 2. Cas Swift (Hon); 3. Tristan Kallas (Hon); 4. Marc Abernathy (Hon); 5. Justin Noble (Kaw).

80 NOV: 1. Vito Casillas (Yam); 2. Josh Navarro (Kaw): 3. Shaun Connelly (Suz); 4. Nick Tyree (Yam).

80 NOV MOD: 1. Matt Prochnavy (Hon).

80 INT: 1. Jesus Casillas (Yam); 2. Billy Laninovich (Yam); 3. Dustin Watson (Suz).

S/MINI: 1. Billy Laninovich (Yam); 2. Jesus Casillas (Yam); 3. Dustin Watson (Suz); 4. Vito Casillas (Yam); 5. Nick Tyree (Yam).

125 BEG: 1. Jonathan Wabwak (Yam); 2. Billy Arnone (Hon); 3. Peter Leo (Suz); 4. Ryan Roberts (Suz); 5. Jennifer Nelson (Kaw).

125 NOV STK: 1. David Fox (Yam); 2. Nick Casillas (Yam); 3. Chris Livingston (Yam); 4. Josh Tupa (Hon).

125 MOD: 1. Joshua West (Suz); 2. Daniel Soundergaard (TM); 3. Derek Chase (Yam); 4. Brandon Prochnavy (Suz); 5. Peter Scully (Yam).

125 INT: 1. Geoff Walters (Yam); 2. Steve Yurkovic (Kaw); 3. Michael Fox (Yam); 4. Wilson Nichols (Hon); 5. Manny Arias (Hon).

125 (16-25): 1. Joshua West (Suz); 2. Daniel Soundergaard (TM); 3. Travis Frink (Kaw).

125 PRO: 1. Dustin Nelson (Yam).

250 BEG: 1. Marty Cadwallader (Suz); 2. Jason Keamp (Hon).

250 NOV: 1. Larry Sutton (Yam); 2. Lance Castiglione (Suz); 3. John Mesa (Kaw).

250 INT: 1. Daniel Nichols (Hon); 2. Shawn Ellis (Yam).

250 PRO: 1. Dustin Nelson (Yam); 2. Angelo Ingrande (Hon); 3. Jeff Tilton (Yam); 4. Don Connelly (Suz); 5. Gary Doggett (Suz).

O/P B (26-29): 1. Jayson Monroe (Yam); 2. Daniel Brown (Hon).

O/P B 500: 1. Keil Mattson (Hon).

O/P B (30-34): 1. Frank Aragay (Kaw); 2. John Willis (Hon); 3. Mark Blakley (Yam); 4. Rob Mendenhall (Kaw); 5. Dean Herrera (Suz).

O/P B (35-39): 1. T.C. Brinegar (Hon); 2. Les Abernathy (Kaw); 3. Kevin Barret (Kaw); 4. Tim Gillard (Hon); 5. John Mattera (Hon).

O/P B (40+): 1. Daniel Smith (Hon); 2. Chuck Fox (Suz); 3. Frank Hamlett (Hon); 4. Bill Bacon (Suz).

Odom overalls Cowbell Enduro

By Linda Drake

BELLINGHAM, WA, OCT. 26

Team Crutch rider Jeff Odom placed his name on line 67 of the Mount Baker Motorcycle Club Cowbell trophy after winning the 67th annual running of the Cowbell Enduro.

Odom, riding a CR125, had 1995 Cowbell winner Gary Furrenes breathing down his neck until the finish control. Each carded a 12, but Furrenes was unable to make up the 30-second jump Odom got on him at the first emergency check, so Odom got the win. Chuck Bolton took third overall with a 15.

The Mount Baker Motorcycle Club upheld its enduro traditions: The fast guys always win; this isn't what's called a "western" enduro; and it always rains. With a yearly rainfall of nearly 40 inches, it's simply expected at the October event, which is run in the shadow of Mount Baker. This year's course was nearly 70 miles in length, and seemed leisurely enough with almost all the first half run at 15 miles per hour. Both emergency checks took points from everyone, with Odom and Furrenes being on the bottom half of their minute at the first.

Nearly all the riders zeroed check one, which was near the bottom of the Widowmaker Trail. Section two included Race Horse Creek and Slick Ribs Trail. This section ended back at the start area, with the checkers standing in the same spot, running the emergency check.

In sections three and four, riders received mostly zeroes also, but B and C riders had no time to spare. Section five was the second emergency test. Miles of root-filled hillsides characterized this test. Trails included the Unknown Trail, Lower Harry Crack Up, McNutt and The Logger's Slacks.

Two more sections brought them back to the gas stop, where the short-course riders turned in their cards. Chairman Lyle Duronso had warned them that loop three ran from the pit, at an elevation of about 400 feet, to the top of Slide Mountain, which rises to over 4100 feet. The riders left for the mountain via Gloomy Gulch, Joe's Bridge, Elk Trail and Honda Hill. As they rounded the mountain and started along a 2-mile ridge, they had to contend with howling wind. The pre-rider said they were going to put up a sign that read, "Caution: High Winds" - but it blew away!

Following the ridge was John's Highway, which is named after ISDE rider John Nielsen. This year the trail was a 1-mile downhill at 3 mph. This gave most of the riders time to bulldog their bikes if they needed to and still be close to key time. The final section included Miller Road Trail, Another Trail, and a repeat of Slick Ribs. This brought the riders back to the finish.

Results

O/A: 1. Jeff Odom; 2. Gary Furrenes; 3. Chuck Bolton; 4. Blaine Ostafin; 5. Jim Thomson.

AA: 1. Jeff Odom; 2. Gary Furrenes; 3. Chuck Bolton; 4. Blaine Ostafin; 5. Dean Dorsett.

A: 1. Doug Micone; 2. Carol Williams; 3. Chad Hudson; 4. Lori Taylor.

OPEN A: 1. Todd Zilcosky; 2. Ken Oakland; 3. Peter Giese; 4. Mark Schell.

4-STRK EX: 1. Jim Thomson; 2. Scott Sherbert.

VET EX: 1. Ron Gisle; 2. Gordy Vias.

SR EX: 1. Greg Toms; 2. John Forsberg; 3. Damon Bee; 4. Ted Blow; 5. Bill Perkins.

OPEN B: 1. Jeff Micone; 2. Eric Bee; 3. Greg Bayless; 4. Steve Suedarsky; 5. Gary Badgley.

4-STRK AM: 1. Tom Taylor; 2. Scott Hinton.

200 C: 1. Mathew Gisle; 2. Jake Mulhair.

OPEN C: 1. Jim Cummins; 2. Brent Blackmen; 3. Tim Warrick; 4. Marlin Melton.

SR AM: 1. Ben Stark; 2. Mark Higinbotham; 3. Tom West; 4. Robert Niblock.

VET AM: 1. Rondo Britt; 2. Koby Todd; 3. David Gagnon.

SPTSMN: 1. Norm Swaffield.

Atsuta wins warmup Perris Grand Prix

By Kyle C. Parsons

PERRIS, CA, NOV. 2

Suzuki's Yoshi Atsuta won the Unclassified race when GFI turned riders loose on a much longer, high-speed Perris Raceway track as a preview for the Elsinore Grand Prix. The day's program included Vintage and Bomber classes, along with the normal GFI program, with all riders anxious to put in their 40-minute workout.

The Unclassified Grand Prix blasted off the line at 8 a.m. sharp, with factory Suzuki rider Yoshi Atsuta reeling off the holeshot, followed by Steve Drew, Taka Atsuta and Akira Narita. Yoshi Atsuta maintained his lead to the checkers, and Taka Atsuta and Narita eventually got around Drew to round out the top three.

Race number two saw the same players, with the addition of Moto XXX-backed Mike Metzger, who came into the first turn behind the three Japanese riders, who were all aboard 250s. Metzger pushed all moto long aboard his KX125 to stay with the front-runners. Slowly but surely, Metzger picked off Narita and then closed to within striking distance of the Atsuta brothers. Making a move for the lead with three laps to go, Metzger was able to get a good drive down one of the fast Perris straights to stick a wheel briefly between the front-runners, only to have his lead taken away when the Japanese riders flexed the horsepower of their 250s to get back around Metzger.

As this battle continued to the checkered, the amazing efforts of Sean Hamblin aboard his YZ80 Big Wheel didn't go unnoticed. Hamblin was further back in the pack, and the field of 250s were able to outhorsepower Hamblin to the first turn, but little did they know they were just delaying the inevitable. Racer after racer watched helplessly as Hamblin came blazing by on his mini to work his way into fifth, approximately 10 seconds behind Metzger in third. Hamblin battled the last four laps with Eigo Sato, but Sato took the checkered just ahead of the very fast Hamblin.

Minis were on the menu for race three, and Mickey Griffin pulled the holeshot aboard his Z80, followed by Anthony Bruscella, Chad Gaummer and Nathan Jones. Griffin pulled out

a 10-second lead over Bruscella for the first half of the race. Eventually, Bruscella started to close as Griffin started to feel the effects of a long moto, only to pull off on the next lap. Behind Bruscella, Gaummer and Jones battled all race long, with Jones squeaking out second overall, ahead of Gaumer.

Results

50 BEG: 1. Travis Baker.
60 BEG: 1. Cody Currie; 2. Ricky Fowler; 3. Casey Huntley; 4. B.J. Bohrer.
60 NOV: 1. Phillip Bruscella.
60 EX: 1. Mike LaPaglia.
80 BEG: 1. Jason Dommann; 2. Jeremy Malott; 3. Casey Curie; 4. David Speight; 5. Joey Mitchell.
80 NOV: 1. Nathan Jones; 2. Chad Gaummer; 3. Zac Wray; 4. Shane Minter.
80 INT: 1. Anthony Bruscella; Micky Griffin.
125 BEG: 1. Jeff Theis; 2. David Wakefield; 3. Nathan Mach; 4. Bobby Wildey.
125 NOV: 1. Nate Rauba.
125 INT: 1. Sean Hamblin.
125 EX: 1. Mike Metzger; 2. Eigo Sato; 3. Mike Baker.
250 BEG: 1. Steve Sussman; 2. Mike Friede; 3. Gregory Burrow; 4. Patrick O'Donohue.
250 NOV: 1. Greg Perry; 2. Dusty Nabor; 3. Brian Catterson; 4. Jim Berney; 5. Patrick Burnell.
250 INT: 1. Jan Cini; 2. Jason Bicknell; 3. Larry Gross; 4. Glenn Perry.
250 EX: 1. Taka Atsuta; 2. Akira Narita; 3. Steve Drew.
500: 1. Revelle Harrison; 2. Vince Skandunas; 3. Thomas Englehardt.
4-STRK: 1. Vince Skandunas; 2. Mike Freude; 3. Jim Townsend; 4. Craig Hibbard; 5. Randy Skinner.
D/SPT: 1. Pat Maloney; 2. Brian Pappalardo; 3. Daniel Jones.
BMBR: 1. Thomas Englehardt; 2. Patrick O'Donohue; 3. Jim Rice.
25+ NOV: 1. Darren Crile.
30+ BEG: 1. Dawson Leachman; 2. Bill Drake; 3. David McKenzie; 4. Jeff Smith.
35+ BEG: 1. Carl Fischer; 2. Earl Fraser; 3. Howard Sukeal; 4. Craig Hibbard.
35+ NOV: 1. Danny Lee Jones; 2. Dennis Andrews.
35+ INT: 1. Robert Pfezting.
40+ BEG: 1. Gregg Thompson; 2. Chuck Sacks; 3. Rick Wernl.
40+ INT: 1. Greg McCarthy; 2. Glenn Perry.
40+ EX: 1. Jim Dommann.
50+ NOV: 1. Jay Wahl.
50+ INT: 1. Terry Moriarty; 2. John Rice.
UNCLS: 1. Yoshi Atsuta; 2. Taka Atsuta; 3. Akira Narita; 4. Mike Baker; 5. Eigo Sato.

Spencer roosts Lake Murray Cross Country

By Darryl Smith

LAKE MURRAY, OK, OCT. 19

Kirk Spencer came home with the top AA honors at the 15th round of the Texas Cross Country Series, held just north of the Red River and the Texas border on the banks of Lake Murray.

Yamaha-mounted Spencer pulled the holeshot, with David Culpepper and Bobby Southard in tow. Southard's hands cramped up from the cold, and Spencer and Culpepper pulled out of sight immediately. Southard could hear Eric Hess in fourth, but he wasn't close enough to attempt a pass. Half of the 10-mile track was made up of big, sandy whoops. Hess and Tom Robinson passed Southard through one section of whoops as if Southard were sitting still. Southard found out why on the third lap, when he spotted a smooth line to the right. Robinson passed Hess on lap two and put some time between them.

Southard stayed on Hess' rear fender for a few laps, knowing that Hess was better at picking lines. Robinson was spending more time on the ground than on the bike, and Hess and Southard caught and passed him on lap three. Robinson pulled off the track to work on his front brake, which was getting caught in his wheel after he came through the barrels for the third time. Southard pitted for gas at the same time and then rode like a madman to catch back up. He was back with Hess by the time he reached the checkpoint. Southard's new KTM's rear shock wasn't absorbing much of anything, and he passed Hess with a stylish flying W.

On the last lap, Southard caught up to class points leader Culpepper, who had succumbed to the torture of five miles of whoops. Southard followed him for a bit before making a quick pass, without Culpepper putting up much of a fight. Southard was running on pure adrenaline, thinking he was in the lead with a couple of miles to go. Spencer was two minutes ahead, though, taking an uncontested win. Southard was still happy with second, while Hess was bumping Culpepper's tire when they crossed the finish line several seconds behind Southard.

Results

P/W 50: 1. D.J. McMillon (KTM); 2. Darrne Attaway (Yam); 3. Cody Johnson (KTM); 4. Cameron Ishmael (KTM); 5. Warreck Neubauer (KTM).
P/W 60: 1. Brian Songy (KTM); 2. David Attaway (Yam); 3. Rusty Johnson (KTM); 4. Jenna Joseph (KTM); 5. Brian Gifford (KTM).
125 AM: 1. Chris Baula (Kaw); 2. Jeff Pennington (Hon); 3. Scott Wilbanks (Yam); 4. Chris Chipa (Suz); 5. Adam Little (Kaw).
125/200 INT: 1. Jacob Cozby (Suz); 2. Dennis Davis (Kaw); 3. Stephen Heatherington (Suz); 4. Greg Lawrason (Yam); 5. Dwayne Tincher (Kaw).
125/200 EX: 1. Chris Abbott (Yam); 2. Luke Johns (Suz); 3. Bryan Miller (Yam); 4. John Weber (Kaw); 5. Geoff Speed (Suz).
200 AM: 1. Robert Fry (Kaw); 2. Brian Mullen (Kaw); 3. Justin Ray (Kaw); 4. Matt Mauldin (Kaw); 5. David Adams (Kaw).
250 INT: 1. Rick Hacic (Kaw); 2. Brian Fisher (Kaw); 3. Robert Bates (Yam); 4. James Tennyson (Yam); 5. Jeff Wilbanks (Yam).
250 AM: 1. Steve Dawson (Yam); 2. Christopher Martin (Kaw); 3. Eric Gifford (Yam); 4. Todd McClendon (Kaw); 5. Scott McClendon (Kaw).
250 EX: 1. Todd Gleason (Kaw); 2. Vernon Davidson (Kaw); 3. Todd Hutson (Kaw); 4. Brent Shaw (Yam); 5. Danny Souder (Yam).
4-STRK INT: 1. Jimmy Smart (Hon); 2. Steve Turner (Hon); 3. J.W. Patton (Hon); 4. Steve Channell (Hon); 5. Mike Garner (Hon).
4-STRK AM: 1. Jason Case (Hon); 2. David Pisano (Hon); 3. Tony Byrne (Hon); 4. Kristopher Reeves (Hon); 5. Greg White (Hon).
4-STRK EX: 1. David Lucas Jr. (Hon); 2. Mike Moore (Hon); 3. Courtney Christian (Hon); 4. Jeff Gunter (Hon); 5. Phillip Gentry (Hon).
AA 200: 2. Glen Boyett (Yam); 2. Brian Barnes (Yam); 3. Aaron Gay (Hon); 4. Todd Holder (Kaw); 5. Chris Dejarneatt (Yam).
AA 250+: 1. Kirk Spencer (Yam); 2. Bobby Southard (KTM); 3. David Culpepper (Suz); 4. Eric Hess (Hus); 5. Frank Shacklee (KTM).
WMN INT: 1. Laura Hamilton (Hon); 2. Patty Vowell (Hon); 3. Jana Dejarneatt (Yam).
WMN AM: 1. Summer Allen (Hon); 2. Mandy Davis (Hon); 3. Bonnie Lamb (Hon); 4. Marsha Wilbanks (Hon); 5. Wendy Dial (Hon).
WMN EX: 1. Shelley Dixon (Kaw); 2. Shannon Rae McKamy (Hon); 3. Tracy Kisor (Kaw); 4. Bethany Jacobs (Kaw); 5. Shelly McMillon (Yam).
MINI AM: 1. Craig Pundt (Kaw); 2. Curtis Abbott (Yam); 3. Clay Masterson (Yam); 4. James Shires (Kaw); 5. Curtis Pace (Yam).
MINI EX: 1. Bryan Miller (Kaw); 2. Jeremy Johnston (Kaw); 3. Jason Flowers (Kaw); 4. Chadd Kawata (Hon); 5. Clay Leaverton (Kaw).
30+ INT: 1. Tommy Smith (Yam); 2. Howard Kirk Goad (Kaw); 3. Doug Dixon (Yam); 4. Doug Richard (Suz); 5. Russell Weeks (Hon).
30+ AM: 1. Robert Clark (Yam); 2. Robert Wilson (Hon); 3. Mike Sprong (ATK); 4. Brian Fears (Yam); 5. Michael Johnibarra (Suz).
30+ EX: 1. Rickey Marsh (Suz); 2. Tom Ehmke (Hbg); 3. Gregg Royar (Suz); 4. Marty Cathey (Yam); 5. Rick Haley (Yam).
38+ INT: 1. Mark Bergman (Suz); 2. John Essinger (Yam); 3. Thomas Cade (Kaw); 4. Roger Geary (Yam); 5. David Maples (Kaw).
38+ AM: 1. Tim McJunkins (Suz); 2. Charlie Bridges (Kaw); 3. Richard Riggs (Yam); 4. James Dean Rice (Hon); 5. Dale Tunnell (KTM).
38+ EX: 1. Mike Connell (Hon); 2. David McKelvy (Hon); 3. Tom Johnson (Yam); 4. Matt Trimmier (Kaw); 5. Rick Hillhouse (Kaw).
45+ INT: 1. John Miera (Hon); 2. Chuck Matheny (Yam); 3. Don Cannon (Hon); 4. Danny Hagins (Yam); 5. John Davenport (Yam).
45+ AM: 1. Dennis Wilmon (Kaw); 2. John Johansen (Suz); 3. John Petton (Yam); 4. Richard Kull (Kaw); 5. David Lucas Sr. (Kaw).
45+ EX: 1. Gene Pannell (Kaw); 2. Mike Gleason (Hon); 3. Howard Butler (G-G); 4. Perry Nettles (Yam); 5. Ronald Mullen (Yam).
50+ AM: 1. Alvin Kephart (Yam); 2. Don Wilbanks (Kaw); 3. Grady Burch (KTM); 4. Joe Brittain (KTM); 5. Ralph Jones (Kaw).
50+ EX: 1. Jerry Boren (Hon); 2. Bill Fleming Sr. (Suz); 3. Hazen Smith (Hon); 4. Freddie Dejarneatt (Yam); 5. Dave Burnap (Yam).
OPEN AM: 1. James Hill (KTM); 2. Vince Police (Hon); 3. Eric Eugster (Kaw); 4. Tommy Sizemore (Kaw); 5. Lynn Stanford (Hon).
OPEN EX: 1. Russ Clark (KTM); 2. Ray Jennings (Hon); 3. Marty Ishmael (Kaw); 4. Joe Holmberg (Hon); 5. Ron Daniel (Kaw).
PRO: 1. Clay Hoenshell (Suz); 2. Gary Benton (Yam); 3. Dean Lane (Hgb); 4. Chris Tucker (Hon); 5. Jim McQueary (Kaw).

Meyer magical at Starwest MX

By Tony Alessi

PERRIS, CA, OCT. 25

It was a magical moment for Montclair Yamaha's Erik Meyer as he posted a double moto victory in the 80cc (12-13) division during Saturday Night Racing at Starwest Cycle Park.

Heavy favorite Cale Wallace led early in the race but lost control of his Yamaha and pitched it into a ditch. Meyer picked up the lead and ran with it to the finish, while runner-up Chad Gaummer charged through the field after a first-turn get-off to take second in front of Jimmy Gonzalez and Wallace.

The second moto saw Wallace out front again and flying, but just as he began to pull away, disaster struck for the second time of the evening - this time much worse than the first. As Wallace approached the takeoff ramp for a 65-foot double jump, his machine (for no apparent reason) shut down with a loud pop. Wallace leaped off his machine in midair and landed chest-down on the pavementlike terrain while his machine flipped in an uncontrolled set of cartwheels down the side of the racecourse. Wallace was carried off the course and taken to a nearby hospital. The cause of the crash was determined to be a loose spark plug that had somehow unthreaded itself and come out of the cylinder head. Meanwhile, Meyer assumed the lead and rode off to an uncontested victory, in front of Gaummer and Gonzalez.

Jose Polasek was top dog in the 250cc Intermediate class after pulling both holeshots and fending off the Canadian duo of Adam Cini and Oliver Benek.

Justin Mulford was the night's top Pee Wee ace after scoring overall wins in both the Pee Wee (7-8) Stock and Modified divisions, and finished a close second behind Chris Reeves in the 60cc Starter class.

(Right) Jose Polasek won the 250cc Intermediate class at a Saturday Night MX held at Starwest Motocross Park in Perris, California.

Results

Little Track
JR 50-P/W (4-6): 1. Richard Romero (Yam); 2. Dillion Kuntz (Yam).
JR 50-P/W (7-8): 1. Joshua Runyan (Yam); 2. Ray Obermeyer (Yam).
STK BEG (4-6): 1. Xavier Stokes-Arrey (KTM): 2. Christopher Beccerra (Lem); 3. Keith Bramlette (KTM); 4. Justin Jeffers (Lem); 5. Corey Wilcox (Lem).
STK BEG (7-8): 1. Webb Massey (KTM).
STK STRTR (4-6): 1. Gregory Dahn (Yam); 2. Joshua Massey (Yam); 3. Marcus Ellison (Yam).
MOD BEG (4-6): 1. Chris Whyte (KTM): 2. Dal Leedom (KTM).
MOD BEG (7-8): 1. Jamie Dickson (KTM); 2. Webb Massey (KTM).
STK A: 1. Shawn Hayes (Lem); 2. George Jeffers (Lem).
STK B: 1. Chapman Fiene (KTM); 2. Krystal Cramer (Lem); 3. Nic Paluzzi (Cob); 4. Marcus Carrillo (Lem).
MOD A: 1. Shawn Hayes (Lem).
MOD B: 1. Chapman Fiene (KTM); 2. Nic Paluzzi (Cob); 3. Krystal Cramer (Lem).
Main Track
50 (4-6): 1. Donnie Kearney (KTM).
50 (7-8): 1. Justin Mulford (Lem); 2. Ryan Parker (Cob); 3. Danny Gonzalez (Cob); 4. Matthew Richardson (Cob).
50 STK: 1. Ryan Parker (Cob); 2. Shawn Hayes (Lem); 3. Chapman Fiene (KTM); 4. George Jeffers (Lem); 5. Krystal Cramer (Lem).
50 MOD: 1. Justin Mulford (Lem).
60 STRTR: 1. Chris Reeves (Kaw); 2. Justin Mulford (Kaw); 3. Jake Canada (Kaw); 4. Brandon Spencer (Kaw); 5. Donnie Kearney (Kaw).
60 (6-8): 1. Shawn Mohr (Kaw).
60 (9-11): 1. Brys Juntz (Kaw); 2. Tyler Bailey (Kaw).
80 BEG (0-11): 1. Chris Runyan (Kaw); 2. Ryan Seeger (Yam).
80 BEG (12-16): 1. Jeff Vaughn (Hon).
80 (12-13): 1. Erik Meyer (Yam); 2. Chad Gaummer (Yam); 3. Jimmy Gonzalez (Yam); 4. Cale Wallace (Yam).
80 (14-16): 1. Nicholas Hensley (Yam).
125 BEG: 1. Rod Hamby (Yam); 2. Blake Bukamier (Yam).
125 NOV: 1. Jeremy Riddle (Yam); 2. John Farrell (Yam).
250 BEG: 1. Jason Bevans (Hon).
250 INT: 1. Jose Polasek (Yam); 2. Adam Cini (Hon); 3. Oliver Benek (Hon).
WMN: 1. Jennifer Caputo (Hon).

Norman tops Novices at AMP MX

By Jim Enos

TURLOCK, CA, OCT. 19

With a newly restyled track under his Honda's knobbies, Randy Norman cruised to victory in the 125cc Novice class at round one of the third annual Merced Powersports/MSR Octoberfest Motocross Series at AMP Motocross. More than 200 racers thoroughly enjoyed the new track additions made at AMP.

The start of the first moto saw Kawasaki-mounted Mike Northrop lead the 15-rider field into the first turn, followed by Doug Schmid and Norman. By the third turn, Northrop began to pull away from the pack. However, Norman wasn't about to let Northrop steal the show; he made a smooth pass on Schmid in the tricky whoop section and began gaining ground on Northrop. By the end of lap two, Norman was right on Northrop's tail and, as the two made their way into the whoop section, Northrop stalled his bike, giving Norman the lead. Also taking advantage of Northrop's mishap was Yamaha rider Brandon Jones, who slipped into second place and tried to chase down Norman. As the laps wore on, Norman began to steadily increase his lead, with Jones, Northrop, David Klingenbeck and K.C. Rigmaiden in pursuit. However, on the white-flag lap, trouble found Northrop: He went down before a step-up jump. With a commanding lead, Norman took the checkered flag, followed by Jones, Klingenbeck, Rigmaiden and Suzuki pilot Mike Hunter.

As the gate dropped for moto two, Northrop again took his Kawasaki to the first turn first, in front of Bobby Garcia, Norman, Schmid and Jones. Garcia got passed by Norman on the second lap and appeared to have third place to himself until a fall in a tight right-hander knocked him back eight positions. Meanwhile, up front, the same players from moto one were going at it, and this time Northrop stayed up on two wheels. However, Norman made sure no one would take a run at him as he consistently gained distance on Northrop, Jones and Rigmaiden. Hunter, after a poor start, steadily picked off riders and moved into fourth to displace Rigmaiden. Also on the move was quick-charging Kelly Quinn, who made a run at Rigmaiden but ran out of time as the checkered flag came out sooner than he would have liked. Once again, it was Norman out front taking the win, followed by Northrop, Jones, Hunter and Rigmaiden.

Results

50 STK BEG: 1. Steven Sand (Yam), 2. Shawn Murphy (Yam); 3. Michael Conway (Yam); 4. Ruben Hernandez (Yam); 5. Preston Mull (Yam).
50 STK+ BEG: 1: Brandon Reyna (Cob); 2. Ryan Martin (KTM); 3. Matt Fezetle (Lem); 4. Britnie Johnson (KTM); 5. Cody Jackson (KTM).
50 STK NOV: 1. Morgan Styles (KTM).
50 MOD NOV: 1. Jason Pirolo (Lem).
60 BEG (0-8): 1. Kurtis Batey (Kaw); 2. Greg Fouts (Kaw); 3. Nathan Hollister (Kaw); 4. Bobby Fouts (Kaw); 5. Marcus Bradshaw (Kaw).
60 BEG (9-11): 1. Zack Ham (Kaw); 2. Kyle Kent (Kaw); 3. Denver Edwards (Kaw); 4. Cody Woods (Kaw); 5. Andrew Waltermire (Kaw).
60 NOV (0-8): 1. Casey Hinson (Kaw); 2. Kyle Bergantz (Kaw).
60 NOV (9-11): 1. Jarrod Mentens (Kaw).
60 INT (9-11): 1. Daniel Sani (Kaw).
80 BEG: 1: Josh Weatherly (Hon); 2. Jared Morrison (Kaw); 3. Matthew Fernandez (Yam); 4. Rory Radovich (Hon); 5. Mike Robbins (Suz).
80 NOV: 1. Steve Mertens (Yam); 2. Charlie Morrison (Yam); 3. Cory McDaniel (Yam); 4. Daniel Sani (Kaw); 5. Brett Markarian (Suz).
80 INT: 1. Ryan Morais (Yam).
125 BEG: 1. Adam Miller (Yam); 2. Billy Jurevich (Yam); 3. Pernell Gutierrez (Suz); 4. David Smith (Suz); 5. Christopher Loredo (Yam).
125 NOV: 1. Randy Norman (Hon); 2. Brandon Jones (Yam); 3. Mike Northrop (Kaw); 4. Mike Hunter (Suz); 5. K.C. Rigmaiden (Yam).
125 INT: 1. Jeff Northrop (Kaw); 2. Craig Truglio (Kaw); 3. Danny Smith (Yam); 4. Travis MacDonald (Yam); 5. Joseph Krantz (Yam).
250 BEG: 1. Steve Snyder (Kaw); 2. Rick Gonzales (Yam); 3. Ryan Shouse (Yam); 4. Ben Nava (Suz); 5. Joe Alford (Kaw).

250 NOV: 1. Chris Platero (Kaw); 2. Doug Schmid (Hon); 3. Bryan Byrne (Kaw).

250 INT: 1. Cory Morais (Yam); 2. Kevin Wise (Yam).

250 PRO: 1. Danny Paladino (Yam); 2. Seth Yong (Hon).

25+ BEG: 1. Mark Wemyss (Kaw); 2. Randy Tufts (Yam); 3. Dave Blaylock (Yam); 4. Mike Mraz (Hon).

25+ NOV: 1. Tony Diaz (Yam); 2. Bob Morris (Hon); 3. Lud Dawson (Suz).

25+ INT: 1. Judd Houck (Kaw); 2. Rick Mattos (Yam); 3. Kevin Wise (Yam).

30+ BEG: 1. Brett Flory (Suz); 2. Jonathan Chapman (Yam); 3. William Serpa (Yam); 4. Danny Monroe (Yam); 5. Mark Rose (Kaw).

30+ NOV: 1. Danny Evans (Yam); 2. Lud Dawson (Suz); 3. Bob Norris (Hon).

30+ INT: 1. Alex Jorgensen (Kaw).

35+ BEG: 1. Rick Cervantes (Hon); 2. Jim Enos (Suz); 3. Mel Hinshaw (Hon); 4. John Stump (Yam); 5. Guy Rose (Suz).

35+ NOV: 1. Andy Borth (Kaw); 2. William Carlson (Kaw); 3. Dave West (Hus); 4. Steve Bacchini (Kaw); 5. Mike Foulds (Hon).

35+ INT: 1. Alan Loredo (Hon).

40+ BEG: 1. Nick McKinnon (Yam); 2. Mike Jennings (Kaw); 3. Nick Langston (Hon); 4. Robert Williams (Yam).

40+ NOV: 1. Steve Allan (Kaw); 2. Tim Donalson (Kaw); 3. Moe Harwell (Yam); 4. Vern Holthouse (Kaw); 5. G. Young (Kaw).

40+ INT/MAST: 1. Alex Jorgensen (Kaw); 2. Terry Huffer (Yam); 3. Steve Law (Kaw); 4. Gary Gallagher (Kaw).

U/L BEG/NOV: 1. Randy Norman (Hon); 2. Kelly Quinn (Suz); 3. Mike Hunter (Suz); 4. Mark Verhougstraete (Suz); 5. Billy Jurevich (Yam).

Kunsman smokes at Barn Burner ST

By Mykeal Clark

SAN JOSE, CA, NOV. 1

Mike Kunsman started off the new race season by winning his heat races and main events in two classes at the Barn Burner Series' opening race at the San Jose Fairgrounds.

It wasn't easy, as the full field of F-100 Pro riders endured three red-flagged restarts before battling for the $420 in prize money at stake plus the additional $720 put up by the enthusiastic fans. Things were very serious, to say the least. Kunsman, Paul Iwanaga and Rod Spencer, who finished first through third, respectively, and the rest of the pack were turning laps in the seven-second range on the tight indoor track. Kunsman also won the F-100 Vet Expert class over brothers Brad and Rod Spencer.

In the Pee Wee class, Sean Jones won his heat and the main, with Bruce Paulson Jr. a close second in both events. In the Powder Puffs, Angela Poth posted a second in her heat and a win in the main. The 60-80cc Expert class was a classic flat-track battle, with Yamaha-mounted Rodney Spencer Jr. and Honda of Milpitas rider Sam Clark racing handlebar to handlebar for eight laps, with Clark just nipping Spencer at the checkered flag. Clark also went on to score a win in the main event.

Scott Heywood, riding a Honda XR100 tuned by Chris Heywood, dominated the F-100 Over 16 class, with Kenny Wedingfield a very close second, trying to make things interesting for the fans.

Results

P/W A/B: 1. Sean Jones (KTM); 2. Bruce Paulson Jr. (Yam); 3. Shaun Andrews (Yam); 4. Cody Lambott (Yam); 5. Kyle Blacker (Yam).

P/W C1: 1. Robert Smith (Yam); 2. Eric Poth (Yam); 3. Shawn Murphy (Yam); 4. Allyssa Jensen (Yam); 5. Keith Morelan (Yam).

P/W C2: 1. Frankie Garcia (Yam); 2. Timmy Hlebo (Yam); 3. Caeton Roche (Yam); 4. Jeffrey Poll (Hon); 5. Lauren Wallace (Suz).

P/W PP: 1. Angela Poth (Cob); 2. Allyssa Jensen (Yam); 3. Emmi Doniak (Yam); 4. Stephanie Humes (Yam); 5. Ashley Andrews (Yam).

60-80 JR: 1. Joe Hernandez Jr. (Kaw); 2. Trevor Doniak (Yam); 3. Matthew DeCamp (Hon); 4. Ronny Dominguez (Hon); 5. Robert Smith (Kaw).

60-80 EX: 1. Sam Clark (Hon); 2. Rodney Spencer Jr. (Yam); 3. Chris Touchatt (Kaw).

F-100 (0-16) NOV: 1. Jared McWhirter (Hon); 2. Paul Cmaylo (Hon); 3. John Gillian (Hon); 4. Freddy Poll (Hon); 5. Chris Jones (Hon).

F-100 (0-16) JR: 1. Chris Canepa (Hon) 2. Bradley Spencer Jr. (Hon).

F-100 (16+) NOV STK: 1. Ryan Devonshire (Hon); 2. Richard Dayton (Hon); 3. Josh Devonshire (Suz); 4. Nikki Frohuch (Hon); 5. John Wilson (Hon).

F-100 (16+) NOV MOD: 1. Aaron Howe (Hon); 2. James Slending (Hon); 3. John Randolph (Hon); 4. Chris Neece (Hon); 5. Jay Kookstra (Hon).

F-100 (16+) JR: 1. Scott Heywood (Hon); 2. Kenny Wedingfield (Hon); 3. Louis Canepa (Hon); 4. Jim Reger (Hon); 5. Jesse VanKol (Hon).

F-100 SR: 1. John Randolph (Hon); 2. Clarence Jones (Hon).

F-100 VET JR: 1. Louis Canepa (Hon); 2. Paul Armada (Hon); 3. Kenny Wedingfeld (Hon); 4. Jim Reger (Hon); 5. Dennis Cameron (Hon).

F-100 VET EX: 1. Mike Kunsman (Hon); 2. Brad Spencer (Hon); 3. Rod Spencer (Hon); 4. Joe Carrera (Hon); 5. Paul Iwanaga (Hon).

F-100 PRO: 1. Mike Kunsman (Hon); 2. Paul Iwanaga (Hon); 3. Rod Spencer (Hon); 4. John Hlebo III (Hon); 5. Dan Reger (Hon).

Gosselaar on the gas at Antelope Valley Motocross

By Tony Alessi

LANCASTER, CA, NOV. 1

Chris Gosselaar was blazing-fast as he scorched the competition in the 125cc Intermediate class with a double moto victory during the opening round of the Full Blown Promotions Super Bowl of Motocross, held at the Antelope Valley Fairgrounds.

"We don't run this race series to make money," said race promoter John Hemme. "We are doing this to provide quality racing and to provide a training ground for up-and-coming racers."

Hemme, a former top-ranked Amateur motocrosser and a current minicycle dad, put forth nothing short of an excellent program by building a nice cross track, and by taking the revenue generated by each race and purchasing nearly $50,000 in prizes - ranging from scooters to trampolines - for the series class winners.

Gosselaar was on fire in the first 125cc moto after he left the field of 125cc Intermediates and chased after the Pro class. In fact, Gosselaar was so fast that he nearly won the Pro division, beating all but Donald Upton.

With the Pros finished for the night, Gosselaar returned for another victory in moto two over another up-and-comer: Michael Young, who borrowed a 125cc Honda for the night's races. Young looked fast, smooth and very experienced on a 125, despite the fact that he just came out of the minicycle ranks. Andreu Labrador was consistent for third, while Joel Nelson and Mark Zeiders rounded the top five in front of Matt Armstrong, who was making his first Intermediate appearance after his transfer from the Novice division.

Edward Herring celebrated his ninth birthday by storming to a four-moto sweep of both the 80cc Novice and 60cc (9-11) classes. Herring pulled the holeshots, carried his speed and did an awesome job by topping Ricky Hemme and Daniel Taft in the 80cc Novice division and Chad Herbert and Robert Memoli in the 60cc (9-11) race.

Brandon Milstead was another two-class winner, topping the charts in both the 125 and 250cc Novice divisions. Milstead did get a break in the 125cc Novice division when heavy favorite Clyde Adams went off the track and was docked several positions in the first moto. Adams did return to win the second moto, but a 9-1 finish only gave him enough points for fourth overall, behind high-flying Mike Meadows, Eric Anderson and class winner Milstead.

Milstead returned later in the evening to battle with Jeff Talbert in both 250cc Novice races. When the dust settled, Milstead had recorded two more moto wins for the overall victory in front of Talbert, Luke Orr and Chris Pedersen.

Results

50 BEG: 1. Shawn Haynes (Lem); 2. Chapman Fiene (KTM); 3. Ryan Parker (Cob); 4. Michael Gideon (Yam); 5. Daniel Kariger (Lem).

50 (0-6) S/STK: 1. Michael Hall; 2. Alan Jiron; 3. Blake Bagget; 4. Nick Paluzzi; 5. Commans Hayden.

50 (7-9) S/STK: 1. Mike Alessi; 2. Buddi Bruner; 3. Bryce Terzian; 4. Chad Gores; 5. Billy Ballestero.

50 (0-6) MOD: 1. Michael Hall; 2. Donnie Kearney; 3. Blake Bagget; 4. Commans Hayden; 5. Nick Paluzzi.

50 (7-9) MOD: 1. Mike Alessi; 2. Chad Gores; 3. Justin Mulford; 4. Mike Meade; 5. Chad Herbert.

60 BEG: 1. Ryan Lasko; 2. Riley Harper; 3. Kalin Goodsite; 4. Shana Rhinehart; 5. Blake Robertson.

60 (0-8): 1. Jeff Alessi; 2. Cole Seely; 3. Buddi Bruner; 4. Shana Rhinehart; 5. Johnathan Arana.

60 (9-11): 1. Edward Herring; 2. Chad Herbert; 3. Robert Memoli.

80 BEG: 1. Lloyd Wren; 2. Riley Beckinger; 3. Adam Wilson; 4. Cody Spaulding; 5. Kevin Williams.

80 NOV: 1. Edward Herring; 2. Ricky Hemme; 3. Daniel Taft; 4. Mike Hale; 5. Mike Schuneman.

80 INT: 1. Joshua Grant; 2. Brandon Staddan; 3. Chris Nihan.

80 EX: 1. Chris Tocco; 2. Jonathan Shimp.

125 BEG: 1. David McManus; 2. Michael Agninaldo; 3. Troy Tomerlin; 4. Kurt Nelson; 5. Garrett Stines.

125 NOV: 1. Brandon Milstead; 2. Eric Anderson; 3. Michael Meadows; 4. Clyde Adams; 5. Chris Barrett.

125 INT: 1. Chris Gosselaar; 2. Michael Young; 3. Andreu Labrador; 4. Joel Nelson; 5. Merle Zeiders.

125 PRO: 1. Donald Upton; 2. Tim Langdon.

250 BEG: 1. Nick Jerome; 2. Jeff Dowell; 3. Billy McClain; 4. Shaun Callahan; 5. Tony Arndt.

250 NOV: 1. Brandon Milstead; 2. Jeff Talbert; 3. Luke Orr; 4. Chris Pedersen.

(Above left) Mike Kunsman (4) won the F-100 Pro and F-100 Vet Expert classes at the opening round of the Barn Burner Short Track Series in San Jose, California.
(Above) Jonathan Shimp won the Mini Pro class at the opening round of the Super Bowl of Motocross, held at the Antelope Valley Fairgrounds in Lancaster, California.

250 INT: 1. Brian Shaleen; 2. Patrick Wade; 3. Gary Cheek; 4. Kris Blomdahl; 5. David Cheek.

250 PRO: 1. Kyle Lewis; 2. Donald Upton; 3. Mark Easley; 4. Jeff Tilton.

MINI PRO: 1. Jonathan Shimp; 2. Levi Reid.

JR VET BEG: 1. Cain Smead.

JR VET NOV: 1. Jon Crovetti.

VET BEG: 1. Curt Gideon; 2. Tim Damon; 3. Larry Hipp.

VET NOV: 1. Rob Edwards; 2. Gary Laurent; 3. Ron Fink.

PP: 1. Bonnie Kelly; 2. Tiffany Smith; 3. Crystal Pfoertner; 4. Shana Rhinehart.

Proscelle pounds Las Vegas Motocross

By Dick Goodwin

LAS VEGAS, NV, OCT. 26

Henderson, Nevada's Mark Proscelle Jr. topped a fast field of Junior Cycle (6-8) riders as he scorched the Las Vegas Motocross track on his way to double moto victories.

All four Junior Cycle divisions were run together in one large gate and, as the field crested the step-up jump, third-placed Jared Partridge was leading the 6-8 class. Partridge soon took over the overall lead as the two older riders in front of him went down. Physically, Proscelle was in sixth place, working his way forward in an effort to catch Partridge. During the next couple of laps, Proscelle fought his way up to second place overall and began to close ground on the leader, Partridge. As they stormed through the final laps, only a few bike lengths separated Partridge and Proscelle. Finally, on the white-flag lap, Proscelle was able to make a pass on Partridge in the back section of the track. Partridge stayed fender-close the rest of the way but couldn't retaliate. Samuels finished a solid third.

The second-moto start was a complete turnabout, with Proscelle in third place and Partridge buried in the pack. Proscelle blazed away and opened up a huge lead on the rest of the

class. Partridge, meanwhile, was closing the gap on second-placed Mark Samuels, finally catching and passing the Kingman, Arizona, hotshoe midrace. No one was catching Proscelle, however, and he romped to victory by a substantial margin. Partridge seemed to have second place locked up until he washed out a couple of turns from the finish, allowing Samuels to squirt past for the runner-up spot. Partridge recovered for third. Proscelle's perfect 1-1 earned him the Junior Cycle (6-8) crown, while Samuels' 3-2 just edged out Partridge's 2-3 for second overall.

Results

P/W (4-6) B: 1. Tommy Hevlett (Yam); 2. Tanner Krahenbuhl; 3. Devin Marty (KTM); 4. Adam Essex (Yam); 5. Chris Proscelle (Lem).

P/W (7-8) B: 1. Cody Cannon (Hon); 2. Michael Ashbaugh (Yam); 3. Bryce Tenbrink (KTM).

P/W (4-6) A: 1. Tony Caputo (KTM); 2. Ronnie Goodwin (Act); 3. Travis Leavitt (KTM); 4. Nicholas Renzi (Lem); 5. Andrew Iovino (Lem).

P/W (7-8) A: 1. Matt Harrison (KTM); 2. Kyle Lewis (Act).

60 BEG (6-8): 1. Joseph Walls (Kaw); 2. Sheldon Proscelle (Kaw); 3. Ronnie Goodwin (Kaw); 4. Matt Harrison (Kaw).

60 BEG (9-11): 1. Jeremy Asquith (Kaw); 2. Ronnie Alvarado (Kaw); 3. Patrick Provencher (Kaw); 4. Victor Bonacci Jr. (Kaw); 5. John Morrow (Kaw).

60 JR (6-8): 1. Mark Proscelle Jr. (Kaw); 2. Mark Samuels (Kaw); 3. Jared Partridge; 4. Sean Thompson (Kaw).

60 JR (9-11): 1. Ryan Brown (Kaw); 2. Chris Renzi (Kaw); 3. Taylor Gilmore (Kaw); 4. Wesley Harris (Kaw); 5. Kyle Chamberlain (Kaw).

80 BEG (6-11): 1. Matt Reincke (Hon); 2. Jeffrey Page (Kaw).

80 BEG (12-16): 1. Brian Lopez (Kaw); 2. Michael Downey (Hon); 3. John Whipple (Yam); 4. Jimi Harris (Hon); 5. Michael Estes (Hon).

80 MOD (6-11): 1. Michael Parker (Hon); 2. Ryan Brown; 3. Ty Morrow (Kaw); 4. Kyle Partridge (Suz).

80 NOV (12-13): 1. Kevin Roberts (Hon); 2. Derek Costella (Hon).

80 S/MINI: 1. Kenny Brumley (Kaw); 2. Jesse Brattain.

125 BEG: 1. John Meshkoff (Kaw); 2. Jason O'Connor (Hon); 3. Sean Kinshella (Yam); 4. Derek Schilz; 5. Barry Kasparec (Kaw).

125 NOV: 1. Clark Abecassis; 2. Jason Derschan (Kaw); 3. Tom Costella (Suz); 4. Luke Draper; 5. Derek Polson (Hon).

125 INT: 1. Brett Barney (Yam).

125 PRO: 1. Jason Partridge (Suz); 2. Wes Malmgren (Yam); 3. Monte Montague (Suz).

250 NOV: 1. David Gifford (Kaw); 2. Reed Keller (Kaw); 3. Heath McCormick (Suz); 4. John Hajewski (Kaw); 5. Cory Ayers (KTM).

250 INT: 1. Troy Fitch (Hon); 2. Wes Vaughn.

250 PRO: 1. Jason Partridge.

MSTR 30+ BEG: 1. Cory Ayers (KTM); 2. Todd Anderson (Hon); 3. David Butts; 4. Brian Candy.

MSTR 30+ NOV: 1. Greg Stephens (Hon).

MSTR 30+ INT: 1. Dean Cambell; 2. Kipp Fletcher.

MSTR 30+ EX: 1. Troy Fitch (Hon).

MSTR 40+ OPEN: 1. Dennis Chamberlain (Hon); 2. John Fridlund.

Ford fantastic at KB Racing Motocross

By Brad Eckert

SACRAMENTO, CA, OCT. 24

Big Valley Honda/Noleen-sponsored Todd Ford claimed top honors in the highly competitive Junior Veteran class at the final round of the KB Racing Promotions/Honda of Sacramento/Carmichael Honda-sponsored Fall Series.

Moto one appeared to be Ford's from the beginning as he gated well and snatched the holeshot away from the rest of a class filled with talented riders. Ford began to receive some pressure early on, though, as the big-bore, pumpkin-colored KTM of Edward Slack began to challenge Ford and his Honda as the first lap neared completion. Along with Slack, Mark Marilao on a Honda out of Holeshot Moto Accessories also had aspirations of displacing Ford, and he set upon the task ahead. Ford was up to the challenge and weathered the storm as he went on to win the moto just ahead of Slack, Marilao and a strong-finishing Brad Hollahan in fourth.

With the class win on the line and the series overall depending on the finishing position between himself and Slack, Ford knew his mission in the second moto was to place better than Slack - no matter what else transpired. Slack wasn't going down easy; he jockeyed for position through the first turn elbow to elbow with Ford. Ford had youth on his side and emerged the leader as the class sorted itself out during the first lap. Slack was no doubt drained, with this being his fourth moto of the night as he was doing double duty, riding in both the Junior Vet and the true Vet classes. The youngster Ford, who could only ride in the Over 25 class, used this to his advantage and began to stretch out a slim lead over Slack and Marilao, who again started off well and was within striking distance. The riders battled Ford throughout the moto but were not able to cause him to falter, handing him his second moto win of the night.

Obviously, Ford's back-to-back moto wins earned him the overall for the evening, but more importantly they gave him a four-point advantage in the series as well as the championship title. Slack was relegated to second on the night and in the series, while Marilao settled for third.

(Right) Leon Williams wrapped up the Post-Vintage-Plus-10-Years championship with a win at the final round of the KORR Motocross Series held in Marion, Kansas.

Results

BEG (4-6): 1. Scotty Craven (KTM); 2. Ian Murray (KTM); 3. Kody Onella (Lem); 4. Jessy Hubbell (KTM); 5. Joshua Greco (Lem).

50 BEG (7-9): 1. Jake Larson (Lem); 2. Chris Santino (KTM); 3. Kramer Patterson (Lem); 4. Mason Womack (KTM); 5. Matthew Kent (Act).

50 NOV: 1. J.D. Moore (Lem); 2. Matthew Spencer (KTM); 3. Stenson Womack (KTM); 4. Jimmy Breneisen (Lem); 5. Brian Foster (Lem).

60 BEG: 1. Aaron Makinen (Kaw); 2. Kyle Kent (Kaw); 3. Brad Kelly (Kaw); 4. Stenson Womack (Kaw); 5. Chris Budd (Kaw).

60 NOV: 1. Kyle Parino (Kaw).

80 BEG: 1. Josh Phillipson (Yam); 2. Michael Carnes (Yam); 3. Blake Kelly (Hon); 4. Allen Kenyon (Yam); 5. Bobby Meyer (Kaw).

80 NOV: 1. Casey Ahrens (Hon); 2. A.J. Perez (Suz).

125 BEG: 1. Jeff Gruhlke (Hon); 2. Loren Thomas (Kaw); 3. Chris Porter (Kaw); 4. Steve Bouska (Hon); 5. Austin O'Connell (Yam).

125 NOV: 1. Ben Weisenberg (Yam); 2. Steve Thinger (Hon); 3. Jon Larue (Hon); 4. Curtis Tackley (Kaw); 5. Pat Harlow (Hon).

125 INT: 1. Jesse Dawson (Kaw); 2. Greg Malesh (Suz).

250 BEG: 1. Brian Young (Hon); 2. Mark Zwillinger (Hon); 3. Jon Keller (Yam); 4. Mark Marilao (Yam); 5. Austin O'Connell (Yam).

250 NOV: 1. Ben Weisenberg (Kaw); 2. Jonathan Stychno (Kaw).

250 PRO: 1. Aaron Cheselske (Kaw); 2. Shawn Parks (Kaw); 3. Chris Vendley (Suz).

25+ BEG: 1. Todd Ford (Hon); 2. Ed Slack (KTM); 3. Mark Marilao (Hon); 4. Brad Hollahan (Yam).

25+ NOV: 1. Scott Storer (Hon); 2. John Moore (Kaw); 3. Steve Thinger (Hon); 4. Curtis Tackley (Kaw).

VET BEG: 1. Chris Kephart (Hon); 2. Ed Slack (KTM); 3. Bill Budd (Hon); 4. Mark Zwillinger (Hon); 5. David Evans (Hon).

VET NOV: 1. Scott Storer (Hon); 2. Bob Mitchell (Hon); 3. Brian Ballard (Hon); 4. Mark Hilton (Hon).

VET INT: 1. John Moore (Kaw).

O/T BEG: 1. Tom Venuti (Hon); 2. Marc Chase (Hon); 3. Chris Phillipson (Suz); 4. Rick Watkins (Yam). 5. Chuck Shipley (Hon).

Williams wraps up title at Green Acres Motocross

By Scooter Bell
Photo by Craig Cole

MARION, KS, NOV. 2

Leon Williams ran a perfect race in the mud at the final round of the 1997 KORR Motocross Championships to take the series championship in the Post-Vintage-Plus-10-Years class.

The day started with Williams having only a five-point lead over Glen Burton, but the title was decided early as Burton could not keep his bike running to start the first moto. Williams took the lead in the first moto only needing to finish to take the series. Williams did better than that: He posted 1-1 moto finishes for the overall. Rick Bachman turned it up to finish second by holding off Jason Holm. The Post-Vintage-Plus-10-Years class is a sign of the times, as many riders are looking for a way to put the fun back into racing.

In the Vintage class, Marlin Hitschmann took the holeshot and never looked back. James Higgins and Ron Schroeder kept Hitschmann in sight, and Higgins took second and Schroeder third. The track became worse as the second motos started, and it was now a test of who would keep it on two wheels and finish. Higgins worked his way around the track to hold off Hitschmann and Schroeder to take the overall win. Higgins posted a 2-1 moto finish to take the win in the final race of the '97 KORR Motocross Series. Hitschmann finished with a 1-2 for second on the day, and Schroeder earned a 3-3 for third.

Results

P/W: 1. Sydney Waner (KTM); 2. Kimber Hardey (Lem); 3. Gabe Moore (Lem); 4. Josh Gilman (KTM); 5. Allan Hartigan (Yam).

60: 1. Robert Spear (Kaw); 2. Allan Hartigan (Kaw).

80 (7-11): 1. Dusty Herring Jr. (Kaw); 2. Kyle Smith (Kaw); 3. Jamie Brown (Yam).

80 (10-15): 1 . Brett Mackey (Kaw).

SCHBY: 1. Jeremy Hitschmann (Hon); 2. Brett Mackey (Yam).

OPEN WMN: 1. Jessica Spear (Yam).

125 C: 1. Kel Shope (Hon); 2. Kevin Diller (Suz).

250 C: 1. Dan Hickey (Suz); 2. Tracy Routen (Yam).

250 B: 1. Greg Gilman (Hon); 2. Derek Driskill (Hon); 3. Carl Keough (Yam).

VET 40: 1. Rob Lamberte (Suz).

POST-VINT +5: 1. Scott Bell (Yam); 2. Tim Wingfield (Hon).

POST-VINT +10: 1. Leon Williams (Yam); 2. Rick Bachman (Yam); 3. Glen Burton (Kaw); 4. Jason Holm (Suz); 5. Ron Hardey (Kaw).

VINT: 1. James Higgins (Yam); 2. Marlin Hitschmann (H-D); 3. Ron Schroeder (Suz).

Harvey heists Gold Cup MX win

By Kyle Myers

DADE CITY, FL, NOV. 2

Just under 300 riders competed in the sixth and final round of the Worldsports Gold Cup Series, held at Dade City Raceway. Eric Harvey posted a 1-1 tally to capture the win in the Over 40 division and cash in on the Yamaha contingency money.

In the first Over 40 moto, the thumper of Tom Bragg led the 15-rider field into turn one, with Harvey, David Ellis, Rob Britton and Mike Corbino following. As the pack re-entered the front section of the course, Harvey and Ellis had moved into the top spots, with Bragg close behind. Corbino passed Britton, and Jeff Hughes did the same a few turns later. Harvey opened up a four-second advantage over Ellis, but Ellis closed to his rear fender as the white flag came out. Harvey was able to hold Ellis off for the moto win, and Hughes screamed his 125cc machine around Corbino and Bragg to claim third.

Ellis rocketed out of the gate to start moto two, with Bragg, Harvey, Corbino and John Coleman giving chase. Harvey quickly passed Bragg on the opening lap and pressured Ellis for the point position. On the second circuit, Harvey slipped by Ellis for the lead. Over the next three laps, Harvey opened up a small but safe lead, only to have Ellis on his shirttail on the final lap. Harvey fended off Ellis' late attack to score the win ahead of Ellis, Bragg, Corbino and Hughes.

Troy Adams and Anthony Pocorobba each won two classes, with Adams topping the 80cc (12-13) and Supermini divisions. Pocorobba won the 125cc A and 250cc A classes and finished second in the Pro class to Noleen/Yamaha pilot Tim Ferry.

Results

P/W: (4-6): 1. Ashley Vickert (Cob); 2. Jesse Freeman (Cob); 3. Nick Dicuia (Act); 4. Dustin Solovitch (Act); 5. Ken Hill (Cob).

P/W (7-8): 1. Kyle Keylon (Cob); 2. Ricky Renner (Act); 3. Dan Weyer (Cob); 4. Mike Nicolini (Cob); 5. T.J. Rhonelli (Cob).

60 (7-11): 1. Kyle Chisholm (Kaw); 2. Forrest Smith (Kaw); 3. Bobby Lucroy (Kaw); 4. Ricky Renner (Kaw); 5. Jimmy Keyes (Kaw).

80 (7-11): 1. Dan Truman (Kaw); 2. Dale Kump (Hon); 3. Kyle Chisholm (Kaw); 4. Matt Boni (Kaw); 5. Jimmy Keyes (Kaw).

80 (12-13): 1. Troy Adams (Yam); 2. Jesse Richards (Yam); 3. Brian Gray (Yam); 4. Corey Fink (Yam); 5. Brad Monbarren (Hon).

80 (14-15): 1. Derrick Stearns (Hon); 2. Josh Faustino (Kaw); 3. J.R. Brewer (Yam); 4. Shawn Mayo (Kaw); 5. Butch Fowler (Suz).

S/MINI: 1. Troy Adams (Yam); 2. Dan Truman (Kaw); 3. Brian Gray (Yam); 4. Dale Kump (Hon); 5. Tony Stokes (Kaw).

125 YTH: 1. Tyson Hadsell (Yam); 2. Tom Parson (Kaw); 3. Matt Johnson (Hon); 4. Steve Rhoades (Yam); 5. Johan Gotler (Suz).

16-24: 1. Adrian Cantero (Hon); 2. Forrest Butler (Hon); 3. James Joiner (Yam); 4. Robert Steveson (Kaw); 5. Nathan Vick (Kaw).

125 A: 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz); 3. Cliff Cook (Suz); 4. Darren McElhatten (Yam); 5. James Joiner (Yam).

125 B: 1. Jeremy Shuttleworth (Suz); 2. Buddy Duffy (Yam); 3. Tyson Hadsell (Yam); 4. Shawn Petitt (Yam); 5. Andy Hornsteimer (Hon).

125 C: 1. Tom Parsons (Kaw); 2. Matt Johnson (Hon); 3. Jason Smith (Hon); 4. Robin Hall (Yam); 5. Nathan Vick (Kaw).

250 A: 1. Anthony Pocorobba (Suz); 2. Ronnie Renner (KTM); 3. Jarrett Tipping (Suz); 4. Adrian Cantero (Hon); 5. Darren McElhatten (Yam).

250 B: 1. Buddy Duffy (Yam); 2. Jeremy Shuttleworth (Suz); 3. Tim Eggers (Suz); 4. Cory Willey (Kaw); 5. Steve Dumond (Yam).

250 C: 1. Brad Ruel (Yam); 2. Don Marshall (Kaw); 3. Gene Garner (Yam); 4. James Comstock (Yam); 5. Jason Blanton (Hon).

25+: 1. Marcus Pedrero (Suz); 2. Jeff Lampe (Suz); 3. Steve Dumond (Yam); 4. Mark Beamer (Kaw); 5. Tim Baker (Kaw).

30+: 1. Mark Beamer (Kaw); 2. Tim Eggers (Suz); 3. Kirk Layfield (Yam); 4. Andrew Doiron (Hon); 5. Kyle Tallent (Yam).

35+: 1. Rick Perry (Yam); 2. David Ellis (Hon); 3. Willis Brock (Suz); 4. Kule Tallent (Yam); 5. Dave Wagner (Yam).

40+: 1. Eric Harvey (Yam); 2. David Ellis (Hon); 3. Tom Bragg (Hus); 4. Jegg Hughes (Kaw); 5. Mike Corbino (Hon).

50+: 1. Tom Bragg (Hus); 2. Tom Fogg (Yam); 3. John Raulerson (Hon).

OPEN NOV: 1. Mike Bragg (Hon); 2. Joe Pearce (Kaw); 3. John Gillespie (Hon); 4. David Redmond (Hon); 5. Joey Stradi (Hon).

PRO: 1. Tim Ferry (Yam); 2. Anthony Pocorobba (Suz); 3. Ronnie Renner (KTM); 4. Marcus Pedrero (Suz); 5. Jarrett Tipping (Suz).

Abecassis aces Las Vegas Motocross

By Dick Goodwin

LAS VEGAS, NV, OCT. 26

Clark Abecassis showcased his motocross riding skills as he ripped the Las Vegas MX course for two solid wins in the 125cc Novice division. Consistency was certainly the key in this hectic class, as most of his top competition alternated between playing Superman and Invisible Man.

Clark led a freight train consisting of Tom Costella, Derrick Polson and Jason Derschan around the track for the first lap. Then Polson made his move to second, leaving Costella to fend off the hard-charging Derschan. Abecassis and Polson opened a lead on the rest and went on to take first and second, respectively, in race one. Costella was just barely able to hold off Derschan for third.

Dave Munoz (who wasn't able to race the first race) and Costella were the fastest Novices to begin the second moto. Abecassis soon got on the gas and battled his way into the lead, pulling St. George, Utah's Luke Draper (who had crashed out of the first race) with him. As the race continued, Abecassis kept the heat on and eventually took the easy win ahead of Draper, who was circulating in a lonely second place. There was plenty of action for spots three and four, however, as Munoz and Jason Derschan were really going at it. Munoz finished just inches ahead of Derschan for third.

There was no question about who earned the top spot in the 125cc Novice class, as Clark Abecassis' two wins wrapped it up. Derschan was able to take advantage of his rivals' up-and-down fortunes, however, as his two steady fourth-place finishes added up to a second overall. Costella finished a close third overall.

Results

P/W (4-6) B: 1. Tommy Hewlett (Yam); 2. Tanner Krahenbuhl; 3. Devin Marty (KTM); 4. Adam Essex (Yam); 5. Chris Proscelle (Lem).

P/W (7-8) B: 1. Cody Cannon (Hon); 2. Michael Ashbaugh (Yam); 3. Bryce Tenbrink (KTM).

P/W (4-6) A: 1. Tony Caputo (KTM); 2. Ronnie Goodwin (Act); 3. Travis Leavitt (KTM); 4. Nicholas Renzi (Lem); 5. Andrew Iovino (Lem).

P/W (7-8) A: 1. Matt Harrison (KTM); 2. Kyle Lewis (Act).

60 BEG (6-8): 1. Joseph Walls (Kaw); 2. Sheldon Proscelle (Kaw); 3. Ronnie Goodwin (Kaw); 4. Matt Harrison (Kaw).

60 BEG (9-11): 1. Jeremy Asquith (Kaw); 2. Ronnie Alvarado (Kaw); 3. Patrick Provencher (Kaw); 4. Victor Bonacci Jr. (Kaw); 5. John Morrow (Kaw).

60 JR (6-8): 1. Mark Proscelle Jr. (Kaw); 2. Mark Samuels (Kaw); 3. Jared Partridge; 4. Sean Thompson (Kaw).

60 JR (9-11): 1. Ryan Brown (Kaw); 2. Chris Renzi (Kaw); 3. Taylor Gilmore (Kaw); 4. Wesley Harris (Kaw); 5. Kyle Chamberlain (Kaw).

80 BEG (6-11): 1. Matt Reincke (Hon); 2. Jeffrey Page (Kaw).

80 BEG (12-16): 1. Brian Lopez (Kaw); 2. Michael Downey (Hon); 3. John Whipple (Yam); 4. Jimi Harris (Hon); 5. Michael Estes (Hon).

80 NOV (6-11): 1. Michael Parker (Hon); 2. Ryan Brown; 3. Ty Morrow (Kaw); 4. Kyle Partridge (Suz).

80 NOV (12-13): 1. Kevin Roberts (Hon); 2. Derek Costella (Hon).

80 S/MINI: 1. Kenny Brumley (Kaw); 2. Jesse Brattain.

125 BEG: 1. John Meshkoff (Kaw); 2. Jason O'Connor (Hon); 3. Sean Kinshella (Yam); 4. Derek Schilz; 5. Barry Kasparec (Kaw).

125 NOV: 1. Clark Abecassis; 2. Jason Derschan (Kaw); 3. Tom Costella (Suz); 4. Luke Draper; 5. Derrick Polson (Hon).

125 INT: 1. Brett Barney (Yam).

125 PRO: 1. Jason Partridge (Suz); 2. Wes Malmgren (Yam); 3. Monte Montague (Suz).

250 NOV: 1. David Gifford (Kaw); 2. Reed Keller (Kaw); 3. Heath McCormick (Suz); 4. John Hajewski (Kaw); 5. Cory Ayers (KTM).

250 INT: 1. Troy Fitch (Hon); 2. Wes Vaughn.

250 PRO: 1. Jason Partridge.

MSTR 30+ BEG: 1. Cory Ayers (KTM); 2. Tod Anderson (Hon); 3. David Butts; 4. Brian Candy.

MSTR 30+ NOV: 1. Greg Stephens (Hon).

MSTR 30+ INT: 1. Dean Cambell; 2. Kipp Fletcher.

MSTR 30+ EX: 1. Troy Fitch (Hon).

MSTR 40+ OPEN: 1. Dennis Chamberlain (Hon); 2. John Fridlund.

Welch and Rassa double at Antietam Motocross

By Jerry Athey

HAGERSTOWN, MD, SEPT. 7

District 7 Pro-Am motocrossers Tom Welch and Jay Rassa each scored double class wins at the annual Stan and Dorothy Miles Memorial Race, held at Antietam Motorsports Park.

The race, which honors the Miles' contributions to AMA District 7, marks the 10th round of the grueling 15-race District 7 Expert Motocross Series. Welch, aboard a JT Motorsports Suzuki, swept all four motos of the 125cc A and 250cc A classes, while Husaberg-mounted Rassa used consistent riding to take the overall wins in the Open A and Over 25 A classes.

The 250cc A-class action began with Jason Conlon grabbing the holeshot, followed closely by Fredericktown Yamaha's Jeff Grove, Welch and Honda-mounted Mike Hall. Grove, who is one of the district's most aggressive Pros, immediately moved past Conlon with a sweeping outside pass and charged into the lead. Grove's aggression got the better of him, however, when, near the end of the first lap, he fell in a flat, rutted corner and handed the lead back to Conlon. Welch, who had been content to watch the Grove-Conlon battle from third, began to up the pace and was soon hounding Conlon for the top position. After following Conlon for several turns, Welch made his move just after the track's exciting double-tabletop-double section and never looked back, gaining almost five seconds per lap on his competitors as he raged to the moto win. Conlon was second, followed by Hall and Schueler.

The second 250cc A moto saw Welch take the holeshot and hide, easily taking the moto win and overall victory. After another early battle with Grove, Conlon secured the runner-up position. Schueler was third, followed by Grove.

Welch continued his onslaught by grabbing the holeshot and leading every lap of 125cc A-class action. Schueler put in an outstanding ride for second overall with 2-2 moto scores, followed by consistent rides from Gaylon Dickson and Denny Williams.

Results

51 STK (4-6): 1. Colton L. Bailey (Cob); 2. Anthony Jones (KTM); 3. Jeffery Valonis (KTM); 4. Daniel Corbin (Yam).

51 STK (7-8): 1. Joshua M. Hines (Cob); 2. Todd Crenshaw (KTM); 3. Jacob Hoffman (Yam); 4. Zac Ely (KTM); 5. Craig McClelland (Cob).

65 JR (7-9): 1. Derrick E. Wile (Kaw); 2. Anthony Soistman (Kaw); 3. Joshua M. Hines (Kaw); 4. Tyson L. Clark (Kaw); 5. Travis Martin (Yam).

65 SR (10-11):. 1. Jedediah S. Haines (Kaw); 2. Paul D. Shumaker Jr. (Kaw); 3. Tony Diller (Kaw); 4. Brett Hayes (Kaw); 5. Todd LaFollette (Kaw).

250 A: 1. Tom Welch (Suz); 2. Jason Conlon (Suz); 3. Joseph Schueler (Yam); 4. Jeffrey Grove (Yam); 5. Gaylon Dickson (Yam).

250 B: 1. Dale E. Weller (Kaw); 2. Charles Hungerford (Hon); 3. Craig Myers (Hon); 4. Matt J. Woodworth (Suz); 5. Joseph E. Briggs (Suz).

250 C-1: 1. Jason Guthridge (Yam); 2. Frank E. Cook Jr. (Hon); 3. Robert A. Kilchonstei (Yam); 4. Robert Parks (Yam); 5. Patrick D. Christens (Hon).

250 C-2: 1. Gregory Warren (Hon); 2. Wayne Smith Jr. (Kaw); 3. Christopher Jack (Hon); 4. Aaron M. Hoover (Kaw); 5. Michael J. Foltz (Hon).

OPEN A: 1. Jay Rassa (Hus); 2. Ted Orr (KTM); 3. Brian J. Sullivan (KTM); 4. Carl E. Lewis Jr. (Hon); 5. Charles Toller (Kaw).

OPEN B: 1. Charles Pigskin Jr. (Hus); 2. Jonathan D. Skinner (Hon); 3. Paul Dziwanowski (CCM); 4. Tim Clark (Hon); 5. Richard Shaub (Suz).

25+ A: 1. Jay Rassa (Hus); 2. Tim Schmelyun (Kaw); 3. Michael Hall (Hon); 4. Gaylon Dickson (Yam); 5. Brian J. Sullivan (KTM).

25+ B: 1. Stewart Adel (Yam); 2. David L. Toon (Kaw); 3. Russell W. Seibold (Suz); 4. Jonathan D. Skinner (Hon); 5. Michael R. Godhard (Hon).

VET A: 1. Tim Schmelyun (Kaw); 2. Michael Crocker (Kaw); 3. Ted Orr (KTM); 4. Bryan Miner (Hon); 5. Scott Saville (Suz).

VET B: 1. Shelton L. Fines (Hon); 2. William R. Smith (Hon); 3. James K. Minteer (Hon); 4. Russell W. Seibold (Suz); 5. Ralph E. Reynolds (Hon).

VET C-1: 1. Jeffrey B. Howell Sr. (Hon); 2. William E. Nichols (Hon); 3. Brian Callahan (Kaw); 4. Robert Wernig (Hon); 5. Mark D. Azadi (Suz).

VET C-2: 1. John Randolph (Hon); 2. Wayne C. Grossnickle (Kaw); 3. Paul D. Shumaker Sr. (Yam); 4. James R. Seek Jr. (Yam); 5. Samuel Raimond (Yam).

SR A: 1. Jeffery Prevost (Suz); 2. Rick L. Wenger (Hon); 3. William Speleos (Yam); 4. Carter MacKiewicz (Hon); 5. Mike McIntire (Hus).

(Left) Tom Welch blasted to the 125 and 250cc A-class wins at the Stan and Dorothy Miles Memorial Race at the Antietam Motorsports Park in Hagerstown, Maryland.
(Below) Andrew Petrie won the 80cc Beginner class with a 2-1 at the second round of the CRC's 10th annual Sponsorship Series, held at Los Angeles County Raceway.

85 JR (7-11):. 1. Jedediah S. Haines (Kaw); 2. Justin Howell (Kaw); 3. Chad Myers (Hon); 4. Matthew S. Schueler (Suz); 5. Paul D. Shumaker Jr. (Kaw).

85 SR (12-13) INT: 1. Paul T. Hines (Hon); 2. Robert Irving (Hon); 3. Ryan Kersey (Hon); 4. James M. Wilson (Suz); 5. Sonny Hoffman (Kaw).

85 SR (14-15): 1. Zachary A. Camp (Kaw); 2. Tim Scott (Kaw).

125 A: 1. Tom Welch (Suz); 2. Joseph Schueler (Yam); 3. Gaylon Dickson (Yam); 4. Jason Conlon (Suz); 5. Ronald Bean Jr. (Hon).

125 B: 1. Chris Schueler (Hon); 2. Kevin Brodsky Jr. (Yam); 3. Zachary Walter (Kaw); 4. Scott Dobry (Yam); 5. Mike Roberts (Suz).

125 C-1: 1. Christopher Robinson (Yam); 2. Travis Murphy (Yam); 3. Dennis Bushta (Suz); 4. Robert D. Betts (Hon); 5. Travis Merrbaugh (Suz).

125 C-2: 1. Jeffrey B. Howell Jr. (Hon); 2. Gregory S. Batts (Hon); 3. Neil McClelland (Suz); 4. Jim R. Hilty (Hon); 5. Joey Helvey (Suz).

LACR Motocross win to Petrie

By Greg Robertson

PALMDALE, CA, NOV. 2

Andrew Petrie split moto wins with his rival and good friend, Kyle Foltz, to claim the 80cc Beginner-class overall win during the second round of the California Racing Club's 10th annual Sponsorship Series at the Los Angeles County Raceway.

First-moto action was a barn-burner, as Foltz and Petrie went at it right from the drop of the

gate. The two Kawasaki riders were never more than a few feet apart for the entire race, with Foltz holding the advantage when the checkers fell for the win. Mike Epstein gated in third and pretty much ran by himself in that position until the end. Fourth went to Brian Melsheimer, with Chris Epper putting a last-lap pass on Jimmy Soliz for fifth.

When the 22 riders exited the first turn in round two, it was Petrie leading the charge, followed by Epstein, Melsheimer and Foltz. Petrie quickly put a couple of seconds on Epstein, who was being challenged by Melsheimer at every opportunity. Melsheimer got a break when Epstein went down on lap three, but wasn't having much luck keeping the fleeing Petrie in sight. Petrie put in a flawless moto to see the checkers 15 seconds ahead of Melsheimer. Foltz was a few seconds off Melsheimer's pace for third, but still walked away with the second-place trophy. Soliz used 6-4 rides to edge out the 3-7 of Epstein for fourth overall.

Jimmy Eberle spanked the other 125cc Beginners for the first-moto win. Kevin Jennings kept William Klein and Steve Perry at bay for the runner-up spot. Klein on his KX125 was quickest out of the gate to lead the first couple of laps of the second moto before Jennings made the pass. Eberle had to fight his way up from a midpack start, and by the time he got around Klein for second, Jennings had too much of a lead on his Pro Valve/Santa Ana Suzuki-backed RM for Eberle to overcome. Klein held on for third over Perry and Ryan Robertson.

Results

P/W: 1. Tanner Langham (CEF); 2. Clayton Murillo (Cob); 3. Justin Mulford (Lem); 4. Jacob Buelna (Lem); 5. Logan Russell (KTM).

60 BEG: 1. Drew Gosselaar (Kaw); 2. Justin Mulford (Kaw); 3. Wesley Parrish (Kaw); 4. Greg Owen (Kaw); 5. Shana Rhinehart (Kaw).

60 (0-8): 1. Jonathan Arana (Kaw); 2. Douglas Carter (Kaw); 3. Timmy Ritzler (Kaw).

60 (9-11): 1. Randall Hall (Kaw); 2. Cody Sandefer (Kaw).

80 BEG: 1. Andrew Petrie (Kaw); 2. Kyle Foltz (Kaw); 3. Brian Melsheimer (Yam); 4. Jimmy Soliz (Yam); 5. Mike Epstein (Suz).

80 (7-11): 1. Scott Simon (Suz); 2. Vincent Rhoads (Yam); 3. Dave Carter (Kaw); 4. Matt Gomez (Suz); 5. Blake Margheim (Yam).

80 (12-13): 1. Daryl Ecklund (Yam); 2. Scott Howe (Yam); 3. Jason Medina (Suz); 4. Caleb Gosselaar (Hon); 5. Anthony Barbacovi (Yam).

80 (14-16): 1. Todd Gosselaar (Hon); 2. Johner Faulkner (Hon); 3. Mark Valcore (Yam); 4. David Sullins (Yam); 5. Sam Scanlon (Hon).

B/W: 1. Dustin Bradley (Kaw).

125 BEG: 1. Kevin Jennings (Suz); 2. Jimmy Eberle (Yam); 3. William Klein (Kaw); 4. Steve Perry (Suz); 5. Ryan Robertson (Suz).

125 NOV: 1. Daniel Soundergaard (TM); 2. Eric Anderson (Kaw); 3. Brandon Milstead (Suz); 4. Jeff Eide (Hon); 5. Christopher Barrett (Suz).

125 INT: 1. Michael Young (Kaw); 2. Kevin Townsend (Hon); 3. Nick Mairose (KTM); 4. Chris Thompson (Suz); 5. Gary Trachy (Yam).

125 PRO: 1. Jimmy Lavorci (Suz); 2. Dustin Evans (Suz).

250 BEG: 1. Shane Good (Hon); 2. Mike Moye (Hon); 3. Wayne Dodge (Kaw); 4. Rick Valanzula (Yam); 5. Bart Dodge (Kaw).

250 NOV: 1. Ryan Doty (Kaw); 2. Brandon Milstead (Suz); 3. Jeremy Ferro (Hon); 4. Tyler Buck (Suz); 5. Glen Cohen (Kaw).

250 INT: 1. Todd Campbell (Kaw); 2. Nick Mairose (Suz); 3. George Merry (Kaw); 4. Gary Trachy (Yam); 5. Cole Townsend (Kaw).

250 PRO: 1. Takeshi Koikeda (Yam).

500 NOV: 1. Darren Staffer (Hon); 2. Tyson Tittlemier (Hon).

JR VET BEG: 1. Jason Carpenter (Kaw); 2. Keith Samson (Yam); 3. David Aceves (Suz); 4. Shy Moshe (Suz); 5. Jon Myers (Yam).

JR VET NOV: 1. William Welchhance (Hon); 2. Bruce Richards (Kaw); 3. Dave Riley (Kaw); 4. Assaf Alush (Kaw); 5. Gabi Abayou (Hon).

JR VET INT: 1. Robbie Dunham (Yam); 2. Dennis Urban (Suz); 3. Brad Pietro (Suz).

VET BEG: 1. Sean Ireland (Hon); 2. Ray Ritzler (Kaw); 3. Russ Schuoler (Hon).

VET NOV: 1. Steve Moreno (Hon); 2. Bruce Richards (Kaw); 3. Brian Hill (Yam); 4. Jack Miller (Yam); 5. Ernie Diaz (Hon).

VET INT: 1. Karl Allen (Hon); 2. Vince Baioni (Hon); 3. Mike Licitra (Hon); 4. Randy Tittlemier (Hon).

VET PRO: 1. Frank Costanzo (Hon).

SR AM: 1. Bob Dunham (Yam); 2. Fred Willis (Kaw); 3. Francisco Buelna (Yam); 4. Michael Burnett (Suz).

SR EX: 1. Edwardo Trippo (Hon); 2. Karl Allen (Hon); 3. Randy Anderson (Yam); 4. Bob Shimp (Suz).

Yentzer takes two at Happy Ramblers MX

By Jerry Athey

HANOVER, PA, SEPT. 28

AMA National MX number 92, Jeff Yentzer, took the overall wins in the 125cc A and Over 25 A classes at round 11 of the District 7 Expert Motocross Series, hosted by the Happy Ramblers Motorcycle Club. The Happy Ramblers track, which lies just across the Pennsylvania-Maryland border, is shared by AMA Districts 6 and 7, making for some exciting battles between the top racers from each district.

The 125cc A class pitted District 6's Yentzer against the defending District 7 champion, Tom Welch. Welch, who has regularly qualified for Nationals himself this season, led the charge into the first turn ahead of Yentzer, Jason Conlon, Pat McCormick and Joseph Schueler. The tight, jump-filled Happy Ramblers track rewards good starts, and Welch put his holeshot to good use with a wire-to-wire win. Yentzer made a spirited charge for the lead late in the moto but was unable to make the pass on the flying JT Motorsports-backed Suzuki of Welch.

(Above) Defending D-7 125cc Expert champion Tom Welch (116) leads eventual winner Jeff Yentzer (92) in the first 125cc A moto at round 11 of the D-7 MX Series, held at Happy Ramblers MX in Hanover, Pennsylvania.

The second 125cc A moto proved to be a virtual replay of the first. Fortunately for Yentzer, this time the roles were reversed. Needing the moto win to secure the overall, the Cumberland Kawasaki rider shot out of the gate and into the sweeping right-handed first turn, with Welch, Schueler and Conlon hot on his rear fender. This time Yentzer was the beneficiary of a clear track as he raced uncontested to the moto and overall win. Welch rolled in for second overall with 1-2 moto scores, and hard-charging Yamaha rider Joseph Schueler went 4-3 for third overall.

Yentzer and Welch would meet again in the 250cc A class, but not in the way the two competitors probably expected. After taking the holeshot, Welch lost control over a rutted double jump located just after the second turn and his Suzuki careened into Yentzer, taking both riders down in front of the raging pack. Welch remounted in 14th and, despite falling again on the next lap, was able to charge to third before the end of the moto, while Yentzer retired with chain-guide damage. JT Motorsports Suzuki rider Jason Conlon took the moto win, followed by Fredericktown Yamaha's Jeff Grove, Welch and Schueler.

Conlon went on to take the second 250cc A moto win and earned the overall victory. Second overall went to Welch, who finished 3-2, and third overall went to Grove after his 2-4 performance. Yentzer raced to third in the final moto, but his first-moto DNF robbed him of his chance at the overall.

Yentzer would find redemption for his frustrating day in the 250cc class as he went on to take the overall win in the Over 25 A class with 2-1 moto scores. Top Vet rider Tim Schmelyun, who competes in both District 6 and District 7, was second overall with 3-2 moto finishes.

Results

51 STK D-1: 1. Tyson Clark (Cob); 2. Colton Bailey (Cob); 3. Gary Radford (Cob); 4. Blue Trindel (KTM); 5. Jeffrey Valonis (KTM).

51 STK D-2: 1. Joshua Hines (Cob); 2. Travis Rudd (Cob); 3. Jeffrey Roelke (KTM); 4. Zac Ely (KTM); 5. Craig McClelland (Cob).

65 (7-6): Anthony Soistman (Kaw); 2. Joshua Hines (Cob); 3. Sean Clark (Kaw); 4. Colton Higdon (Kaw); 5. Zachary Harrington (Kaw).

65 (10-11): 1. Nicolas Evennou (Kaw); 2. Tony Diller (Yam); 3. Benjamin Bixler (Kaw); 4. George Greason (Kaw); 5. Todd LaFollette (Kaw).

125 A: 1. Jeff Yentzer (Kaw); 2. Tom Welch (Suz); 3. Joseph Schueler (Yam); 4. Jason Conlon (Suz); 5. Cecil Williams (Yam).

125 B: 1. Chris Schueler (Hon); 2. Gregory Batts (Hon); 3. Joshua Shaffer (Hon); 4. Sunil Naidu (Yam); 5. John Risconsin (Suz).

125 C: 1. Neil McClelland (Kaw); 2. Teal Thoman (Hon); 3. Brian Grant (Hon); 4. Richard Sanner (Suz); 5. John Santora (Suz).

250 A: 1. Jason Conlon (Suz); 2. Tom Welch (Suz); 3. Jeff Grove (Yam); 4. Joseph Schueler (Yam); 5. Chris Brown (Kaw).

OPEN A: 1. Jason Conlon (Hon); 2. Brian Sullivan (KTM); 3. Ted Orr (Hon); 4. Carl Lewis (Hon); 5. Eric Wershiner (Hon).

OPEN B: 1. Richard Shaub (Suz); 2. Hugh Davis (Yam).

CLGBY: 1. Clinton Johnson (Hon); 2. Craig Christine (Hon); 3. Jeffrey Silhan (Kaw); 4. Chad Weaver (Hon); 5. Chris Teneyck (Hon).

VET A: 1. Ted Orr (Hon); 2. Todd Stith (Kaw); 3. Duane Bailey (Yam);-4. Tim Schmelyun (Kaw); 5. Todd Harper (Kaw).

VET B: 1. Russell Seibold (Suz); 2. James Minteer (Hon); 3. William Speleos (Yam); 4. Steve Donaldson (Yam); 5. William Smith (Hon).

VET C: 1. Jim Hilty (Hon); 2. Fred Schron (Kaw); 3. Michael Myers (Kaw); 4. Frank Leone (Hon); 5. Donald Johnson (Hon).

SR A: 1. John Kirk (Hon); 2. Steve Donaldson (Yam); 3. Rick Wenger (Hon); 4. William Speleos (Yam); 5. Tim Titcomb (Kaw).

Pearsons prevail at Logandale Hare Scramble

By J.C. Martinez

LOGANDALE, NV, OCT. 18-19

Factory KTM riders and brothers Nick and Russell Pearson won the Open and 250cc classes, respectively, at round nine of the Motorcycle Racers of Nevada/Roosters MC/Nevada State Championship Hare Scrambles Series in Logandale. More than 100 racers pounded their way around a 28-mile loop, with most doing the best they could to muscle their machines through sandy washes, sandy trails, sandy uphills, sandy mesas and sand dunes.

Nick and Russell Pearson debuted their '98 scooters, and wrapped up their class championships in the process. Nick will once again reign as the Open champ, and his brother Russell will slap the number one on his 250.

Both racers grabbed the holeshot in their respective starts, leaping out in front on the custom motocross start, built especially for the Roosters on the Logandale fairgrounds. Nick carved the way for Russell as the two finished first and second overall, with 11 minutes between the two.

Another brotherly duo made the trip from Utah to grab a couple of trophies: Paul and Steve Pitts both plowed their four-stroke ATKs to victory, with Paul winning the Four-Stroke Expert class and Steve winning the Over 40 Expert class.

On a course that only the bravest racer would take a 125cc machine on, Danny Cooper took his new YZ125 to first place in the Expert class, inching closer to his first championship. Defending champ Danny Linnell wasn't as lucky, as the course swallowed up his CR125 and left him walking.

Not to be outdone by his cousins, David Pearson overalled the Amateurs on his KTM 250, winning the 250cc Amateur class as well. David Pearson put six minutes on second overall, second 250cc Amateur Paul Friele.

One of the day's closest races was in the overall Novice class. Kawasaki pilot Tommy Conte edged out Robert Paul for the win. Conte won the 250cc Novice class and Paul won the 125cc Novice class. The two finished just under a minute apart, with third place more than 10 minutes back. Shawn Lodwick bulldozed his way to the Open Novice win on a KX500, five minutes ahead of second place.

The day prior, Kellon Walch grabbed first 80cc Expert over Carl Maasberg, and Zach Gosnell edged out Jesse Canepa for the 60cc win. Novice racer Darin Anderson overalled the 50cc class of Experts and Amateurs, just ahead of Cody Wallis and Tyler Thomas. CN

Results

50 NOV: 1. Darin Anderson; 2. Ashley Thomas; 3. Ronnie Goodwin; 4. Trevor Royer (Lem); 5. Jeremy Purvines.

50 AM: 1. Justin Wallis; 2. Krista O'Hara (KTM); 3. Curtis Bradley.

50 EX: 1. Cody Wallis; 2. Tyler Thomas.

60 NOV: 1. Justin Gibson; 2. Michael Strong; 3. Ronnie Goodwin.

60 EX: 1. Zach Gosnell; 2. Jesse Canepa (Kaw).

80 NOV: 1. Travis Pearson; 2. Cody Freeman; 3. Josh Wienegarp; 4. Justin Royce; 5. Cody Thompson.

80 EX: 1. Kellon Walch (Hon); 2. Carl Maasberg; 3. Santana Ramos.

125 NOV: 1. Robert Paul; 2. Jace Kirk; 3. Carl Maasberg.

125 AM: 1. Duane Dalton; 2. James Kohl; 3. Jason Burton.

125 EX: 1. Danny Cooper (Yam).

250 NOV: 1. Tommy Conte (Kaw); 2. Curtis Ashley; 3. Rick Marshall (Kaw); 4. Curtis Moon (Hon); 5. Jon Davison.

250 AM: 1. David Pearson (KTM); 2. Paul Friele; 3. Bryan Freeman; 4. David Hunt; 5. Richard Jensen.

250 EX: 1. Russell Pearson (KTM); 2. Shane Esposito; 3. David Fry (Kaw); 4. Scott Wilson (Kaw); 5. Braxton Southwick.

4-STRK NOV: 1. John Steele.

4-STRK AM: 1. Tim Barnes.

4-STRK EX: 1. Paul Pitts (ATK); 2. Jason Jacobson (Kaw); 3. Nathan Jones (Kaw).

OPEN NOV: 1. Shawn Lodwick (Kaw); 2. Dave Pritchard; 3. Scott Lewis; 4. Mark Royer (Hon); 5. Francis Zanoth.

OPEN AM: 1. Ron Couturier; 2. Luke Taylor.

OPEN EX: 1. Nick Pearson (KTM); 2. Tony Bergman (Hon); 3. Dion Denison; 4. Matt Gosnell (Kaw); 5. Shane Leavitt.

30+ NOV: 1. Frank Bartha; 2. Bill Winters; 3. Mike Strong; 4. J.C. Martinez (Kaw); 5. Tim Crain.

30+ EX: 1. Scott Morris (Kaw).

35+ NOV: 1. Billy Stapp (Kaw).

35+ AM: 1. John Dither; 2. Wayne Turum; 3. Jeff Landers (Kaw).

35+ EX: 1. Jimmy Jamieson; 2. Paul Walker (Yam); 3. David Wilson (KTM); 4. Jim Bucknell (ATK); 5. William O'Hara (KTM).

40+ AM: 1. George White.

40+ EX: 1. Steve Pitts (ATK); 2. Nick Tanner (Suz).

SPTSMN: 1. Tom Langdon.

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CYCLE NEWS®

...Because Once a Month is Not Enough

RESULTS

Motocross
Ace MX
Modena, NY
October 26
By Laura Barnes

P/W (4-6)	
Garret Wilson	Cob
Michael Stryker	Cob
Greg Infinger	Cob
Charles Fox	Act
P/W (7-8)	
Philip Nicoletti	Lem
Justin Murphy	KTM
Craig Vosburgh	Lem
Jonathan Habacker	KTM
P/W SUZ/YAM	
Corey Price	Yam
Ryan Weimann	Yam
Terrance Parson	Yam
Katie Warren	Suz
Ben Nienstadt	Suz
JR MINI	
Ryan Mills	Suz
Jay Weller	Kaw
John Lawrence	Kaw
Jeff Bubbico	Kaw
David Sterritt	Suz
SR MINI	
Guilherme Semanech	Yam
Mike Leavitt	Hon
James McNeill	Hon
Thomas Stinson	Kaw
Mark Trimarchi	Yam
S/MINI	
Ryan Mills	Suz
James McNeill	Hon
Guilherme Semanech	Yam
Thomas Stinson	Kaw
Mark Trimarchi	Yam
SCHBY	
David Baltrush	Suz
Shawn Russo	Suz
Brandon Garrett	Kaw
Mike Leavitt	Hon
Mark Waldele	Kaw
CLGBY	
Onorino Fascelli	Suz
Joshua Seguine	Hon
Darrell Bjorkland	Suz
Tom Payne	Yam
Kyle Lucas	Yam
ACE CLGBY	
Jeff Fleece	Yam
Justin Barnes	Suz
Mike Kliman	Yam
Steve Verven	Suz
Wesley Rebisz	Kaw
60 BEG	
Jay Weller	Kaw
Robert Johnson	Kaw
Philip Nicoletti	Kaw
Mike Gesso	Kaw
Ron Rothkranz	Hon
125 NOV	
Steve Verven	Suz
Brian Rivenburg	Hon
Patrick Mahan	Hon
Charles Schneider	Suz
William Aubertin	Suz
125 AM	
Mark Waldele	Kaw
Thomas Payne	Yam
Tony Pedone	Suz
Mike Kliman	Yam
Brandon Garrett	Kaw
125 EX	
Eric Richards	Kaw
Onorino Fascelli	Yam
Jeff Fleece	Yam
Kyle Lucas	Hon
250 NOV	
David Baltrush	Hon
Edward Rapp	Kaw
Tom Hamilton	Suz
Michael Bohn	Suz
James Wakley	Kaw
250 AM	
Shawn Russo	Suz
Mark Wundrack	Kaw
Rick Marabini	Hon
Kevin Shepard	Yam
Irvin Harshberger	Suz
250 EX	
Eric Richards	Kaw
Tom Bruno	Kaw
Andrew Lucas	Hon
Dan Hatch	Yam
Ken McCarthy	Kaw
25+ AM	
Rick Marabini	Hon
Phil Dowell	Kaw
Ray Micucci	Yam
Anthony Irizarry	Kaw
Kevin Shepard	Yam
25+ EX	
Tom Bruno	Kaw
Dom Picchione	Hon
Dan Hatch	Yam
Ken Napolitano	Hon
Ken McCarthy	Kaw
30+ AM	
Rick Marabini	Hon
Irvin Harshberger	Suz
Derick Swanson	Hon
Edward Rapp	Kaw
Phil Dowell	Kaw
30+ EX	
Tom Bruno	Kaw
Phil DeSousa	Yam
Ken Napolitano	Hon
Joseph Fritz	Hon
Steven Reid	Hon
35+	
Joseph Fritz	Hon
Steven Reid	Hon
Thomas Hall	Yam
Tay Doebec	Kaw
Pat O'Reilly	Hon
40+	
Jeff Thompson	Hon
Joseph Trimarchi	Yam
Mark Mercadante	KTM
Eric Heinecke	Hon
Frank Murphy	Hon

Hillclimb
AMA District 15
Final Standings
By Bud Northrup

50 AUTO	
Mark Matthews	
Alan Petty	
Randy Williams	
Justin Trent	
Kyle Lashley	
85 YTH	
Becky Williams	
Matt Weaver	
Riley Mullins	
Jacob Bailey	
Jared Hayes	
200	
Anthony DeHart	
Scott Sheets	
Mark Goodman Jr.	
Becky Williams	
Kevin Ryan	
250	
Andy Fortner	
Mark Goodman Jr.	
Anthony DeHart	
Brent Stewart	
Bill Ashley	
400	
Doug Campbell	
Mark Shafer	
Steve Shafer	
Paul Hillard	
Larry Christ	
500	
Andy Fortner	
John Scroggins	
Jason Northrup	
Mark Shafer	
Doug Campbell	
750	
Andy Fortner	
Craig DeHart	
Kaleb Northrup	
Bob Glenn	
Rick Clark	
OPEN	
Bob Fisher	
Steve Mullins	
John Hillard	
Kaleb Northrup	
Harry Denham	
SR	
Craig DeHart	
Steve Mullins	
Kevin Weaver	
Larry Christ	
Bob Glenn	
STK	
Kaleb Northrup	
Mitch Weaver	
Andy Fortner	
Mark Goodman	
Tim Lambert	
KOTH	
Andy Fortner	
John Scroggins	
Jason Northrup	
Kaleb Northrup	
Anthony DeHart	
PSHRD	
Kaleb Northrup	
Bob Fisher	
Terry Bailey	
Steve Shafer	
Harry Denham	

Hillclimb
AMA District 17
Final Standings
By Bud Northrup

50 AUTO	
Randy Wiliams	
Mark Matthews	
Tommy Bruce	
Blake Cappelo	
Alan Petty	
85 YTH	
Becky Williams	
Jacob Bailey	
Riley Mullins	
Matt Weaver	
Jared Hayes	
200	
Anthony DeHart	
Scott Sheets	
Becky Williams	
David Pierson	
Mark Goodman Jr.	
250	
Anthony DeHart	
Andy Fortner	
Brent Stewart	
Mark Goodman Jr.	
Jason Northrup	
400	
Steve Shafer	
Doug Campbell	
Mark Shafer	
Paul Hillard	
Larry Christ	
500	
Andy Fortner	
John Scroggins	
Doug Campbell	
Jason Northrup	
Mark Shafer	
750	
Kaleb Northrup	
Craig DeHart	
Bob Glenn	
Andy Fortner	
Jason Northrup	
OPEN	
Bob Fisher	
Steve Mullins	
Jerrod Lindquist	
Kaleb Northrup	
John Hillard	
SR	
Steve Mullins	
Craig DeHart	
Bob Glenn	
Tom Rollins	
Larry Christ	
PSHRD	
Kaleb Northrup	
Bob Fisher	
Terry Bailey	
Bill Myers	
Tim Wiggins	
KOTH	
John Scroggins	
Jason Northrup	
Kaleb Northrup	
Andy Fortner	
Anthony DeHart	
STK	
Kaleb Northrup	
Jason Northrup	
Andy Fortner	
Mitch Weaver	
Mark Goodman Jr.	

Motocross
CMMC Barona Oaks
Ramona, CA
October 26
By Stephanie Branch

P/W F/T	
Cody Johnson	Lem
B.J. Hart	Lem
Zach Peddie	KTM
Kristopher Chambers	KTM
Ryan English	Yam
50 (0-6)	
Christopher Lounsbury	KTM
Michael Hall	KTM
Steven Lewis	KTM
Dakota Garner	KTM
50 (7-8)	
Steven Cerda	KTM
Bradley Baquial	KTM
Clayton Murillo	Cob
Justin Morgan	Cob
60 (0-8) BEG	
Bradley Baquial	Kaw
Jimmie Kelley	Kaw
Mathew Nielson	Kaw
Cory Branch	Kaw
Michael Schlereth	Yam
60 (0-8) OPEN	
Zachery Johnson	Kaw
Cody Seevers	Kaw
Kyle Spaulding	Kaw
Alberto Heredic	Kaw
Steven Cerda	Kaw
60 (9-11) STK	
Ryan Beat	Kaw
Ivan Shultz	Kaw
Brad Masters	Kaw
Cas Swift	Kaw
80 BEG	
Matt Stavron	Yam
Ryan Landstrom	Yam
Tyler Roberts	Yam
Marc Abernathy	Hon
Bobby Romero	Kaw
80 (9-11) STK	
Ryan Beat	Hon
Cas Swift	Hon
Tristan Kallas	Hon
Marc Abernathy	Hon
Justin Noble	Kaw
80 (9-11) MOD	
Anthony Charette	Yam
80 NOV STK	
Vito Casillas	Yam
Josh Navarro	Kaw
Shaun Connelly	Suz
Nick Tyree	Yam
80 NOV MOD	
Matt Prochnavy	Hon
80 INT	
Jesus Casillas	Yam
Billy Laninovich	Yam
Dustin Watson	Suz
INTRO TO MX	
Johnny Adams	Yam
Brett Bauer	
Chris Adams	Yam
Taylor Blanton	Yam
Michael Capito	Kaw
S/MINI	
Billy Laninovich	Yam
Jesus Casillas	Yam
Dustin Watson	Suz
Vito Casillas	Yam
Nick Tyree	Yam
125 BEG	
Jonathan Widowiak	Yam
Billy Arnone	Hon
Peter Leo	Suz
Ryan Roberts	Suz
Jen Nelson	Kaw
125 NOV STK	
David Foy	Yam
Nick Casillas	Yam
Chris Livingston	Yam
Josh Tupa	Hon
125 NOV MOD	
Joshua West	Suz
Daniel Soundergaard	TM
Derek Chase	Yam
Brandon Prochnavy	Suz
Peter Scully	Yam
125 INT	
Geoff Walters	Yam
Steve Yurkovic	Kaw
Michael Fox	Yam
Wilson Nichols	Hon
Manny Arias	Hon
125 (16-25)	
Joshua West	Suz
Daniel Soundergaard	TM
Travis Frink	Kaw
125 PRO	
Dustin Nelson	Yam
250 BEG	
Marty Cadwallader	Suz
Jason Kramp	Hon
250 NOV	
Larry Sutton	Yam
Lance Castiglione	Suz
John Mesa	Kaw
250 INT	
Daniel Nichols	Hon
Shawn Ellis	Yam
250 PRO	
Dustin Nelson	Yam
Angelo Ingrande	Hon
Jeff Tilton	Yam
Don Connelly	Suz
Gary Doggett	Suz
OLD PHARTS B 500	
Kiel Mattsson	Hon
OLD PHARTS B (26-29)	
Jayson Monroe	Yam
Daniel Brown	Hon
OLD PHARTS (30-34)	
Frank Aragaki	Kaw
John Willis III	Hon
Mark Blakley	Yam
Rob Mendenhall	Kaw
Dean Herrera	Suz
OLD PHARTS (35-39)	
T.C. Brinegar	Hon
Les Abernathy	Kaw
Kevin Barret	Kaw
Tim Gillard	Hon
John Keith Mattera	Hon
OLD PHARTS (40+)	
Daniel Smith	Hon
Chuck Fox	Suz
Frank Hamlett	Hon
Bill Bacon	Suz

TT Scrambles
AMA District 14
Final Standings
By Norm West

50 (4-8)	
M. Soderstrom	
D. Stanick	
C. Cooklin	
C. Rabideau	
D. Vincent	
50 JR (4-6)	
T. Myers	
D. Stanick	
C. Cooklin	
C. Rabideau	
K. Boulis	
50 SR (7-8)	
B. Drew	
A. Bennett	
M. Sredich	
65	
L. Myers	
C. Myers	
J. Valdez	
K. Hawley	
R. Beckon	
80	
T. Link	
L. Myers	
N. Cummings	
G. Coulombe	
C. McDermett	
125-200 OPEN	
W. Brown	
S. Coltson	
M. Ziemba	
L. Deering	
T. Laudenslager	
250 OPEN	
R. Swain	
C. Fitzpatrick	
J. Storm	
O. LaBean	
D. Rich	
251-400 OPEN	
B. Woodward	
B. Bennett	
R. Swain	
C. Smith	
M. Heronemus	
401-504 OPEN	
B. Woodward	
D. Mahuffy	
B. Bennett	
M. Cheza	
T. Pound	
501 OPEN TW	
R. Owens	
D. Stauffer	
D. Bannerman	
E. Jahnke	
M. Bair	
505 OPEN SGL	
B. Juhas	
J. LaBlanc	
D. Mayer	
M. Newland	
R. Stauffer	
VET	
L. Barber	
D. Stanick	
C. Smith	
R. Stauffer	
T. Hawley	

SR
J. Zwerican
R. Gumby
D. Bannerman
G. O'Boyle
M. Wertz

Motocross
Trans-MX Series
Overall Results
Braselton, GA
By Gary Crider

VINT
David Keith
James King
50 (4-6)
Bubba Crosby
Blake Nash
Cole Albers
50 (7-8)
Jordan Pittman
Josh Lloyd
60
Jordan Gooch
Brannon Wodard
Jase Lewis
Josh Davis
Jordan Pittman
JR MINI
Joshua Mulligan
Jordan Gooch
Josh Davis
Luke Bunzendahl
Brannon Woodard
SR MINI
Danny Smith
Adam Denson
Brett Hasty
Matt Howard
Cody Watford
S/MINI 100
Danny Smith
Adam Denson
Brett Hasty
Cody Watford
Matt Howard
125 YTH
Robby Bone
Josh Whitmire
King Smith
Greg Fischer
Lyles Sanders
125 A
Matt Shue
Robby Bargstedt
Marcus Hedrick
Jeff Giese
125 B
Sal Ugarte
Josh Whitmire
Derick Hedrick
Eric Cumming
Jason Adams
125 C
Lee Branton
Robby Bone
Jamey Thomas
Forrest Brown
Kevin Robison
250 A
Matt Shue
Tommy Boyd
Marcus Hedrick
Mark Cyphers
Jeff Giese
250 B
Rusty Bufford
Mark Palmisano
John Carpenter
250 C
Larry Waters
Mark Leatherman
Brent Malcolm
Bo Cobb
Jeff Mobley
U/L AM
Sal Ugarte
Eric Cumming
Blane Sherk
Mark Leatherman
Steven Johnson
U/L PRO
Brian McBride
25+
Mike Hamilton
Carl McEver
Mark Palmisano
Mike McConnville
John Carpenter
30+
Mike Hamilton
Marvin McDaniel
Mike McConnville
Carl McEver
Robbie Bargstedt
35+
Marvin McDaniel
Tony Groves
Mark Cyphers
Mark Jugel
Steve Horvath
40+
Mark Jugel
Tollie Bass
Michael Pappas
Steve Corlee
Kenny Hall
SPCL OPEN AM
B.J. Sosebee
Brad Powell
Derek Nash
Basil Gavalas
SPCL OPEN PRO
Jerry Buechler
Johnny Corn
Russell Powell
Mark Krotky
Lane Coile

Grand Prix
Road Atlanta MX
Off-Road GP
Braselton, GA
October 5
By Gary Crider

VINT	
David Keith	Yam
Jim East	Hon
Chuck Paevy	Kaw
Robert Groves	Hus
Steve Howell	Hon
WMN	
Dannielle Hadaway	Kaw
Michele Blystone	Kaw
Heather Keasler	Suz
Christy Moon	Hon
JR MINI	
Dan Laroue	Suz
Jerry McBee	Hon
Cody Patterson	Kaw
Jeremy Browning	
David Laroue	Kaw
SR MINI	
Matthew Howard	Hon
Robbie Overstreet	Hon
Adam Sitz	Yam
Robert Sanders	Hon
Lloyd Crytzer	Hon
125/200 A	
Douglas Waskan	Yam
125/200 B	
Sal Ugarte	Yam
Robert Sievenpiper	Hon
Ryan Simmons	Kaw
Bruce Gann	Hon
Chris Wahle	Kaw
125/200 C	
Lee Branton	Kaw
Shane Dobbs	Hon
Lyles Sanders	Suz
Josh Leigh	Yam
Jase Cummings	Hon
250/500 A	
Robert Patterson	KTM
William Trummell	Kaw
Tony Lee	Yam
Glenn Brock	KTM
250/500 B	
John Carpenter	Yam
Tim Brown	KTM
Robert Blalock	Yam
Mitchel Hess	
Daniel Modsrud	Suz
250/500 C	
Robert Brown	Hon
John Staton	Hon
Shannon Moore	Kaw
David Keith	Hus
Stacy Hadaway	Kaw
30+	
William Trammell	Kaw
Tony Lee	Yam
Tim Brown	KTM
Steve Moore	Hon
Douglas Waskun	Kaw
4-STRK	
Chris Oys	Hon
Donald Dutson	Hon
Richard Lee	Kaw
Greg Griswold	Hon
Robert Thurman	Hon
SPCL OPEN A	
Mark Krotky	
Lane Coile	
Norris Quinn	
Jerry Buechler	
Johnny Corn	
SPCL OPEN B	
B.J. Sosebee	
Chris Joyner	
Jason Hulsey	
Jose Haskin	
Chad Gay	

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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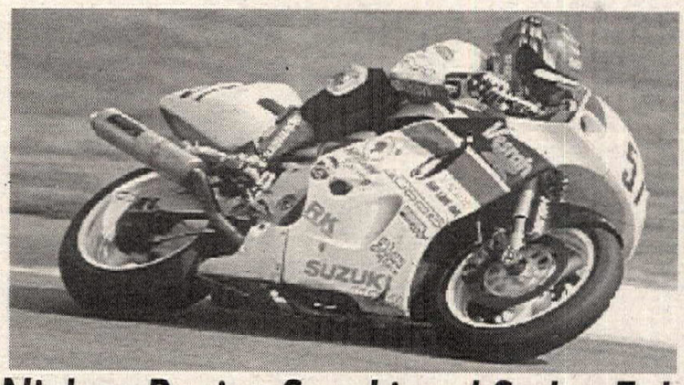

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**1997 W.E.R.A. Mediumweight Superstock Endurance Champion*
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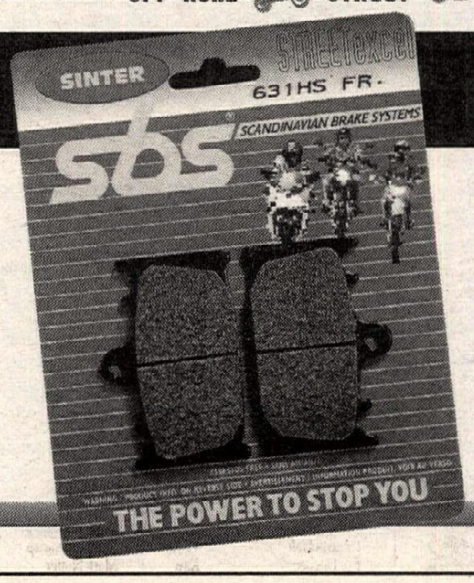

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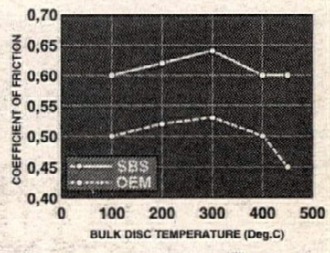

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LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Michael Doohan (Hon), Australia (340/12 wins)
2. Tadayuki Okada (Hon), Japan (197/1 wins)
3. Nobuatsu Aoki (Hon), Japan (179)
4. Alex Criville (Hon), Spain (172/2 wins)
5. Takuma Aoki (Hon), Japan (134)
6. Luca Cadalora (Yam), Italy (129)
7. Norifumi Abe (Yam), Japan (126)
8. Carlos Checa (Hon), Spain (119)
9. Alex Barros, (Hon), Brazil (101)
10. Doriano Romboni (Apr), Italy (88)

STEVE GRIGG

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Max Biaggi (Hon), Italy (250/5 wins)
2. Ralf Waldmann (Hon), Germany (248/4 wins)
3. Tetsuya Harada (Apr), Japan (235/3 wins)
4. Olivier Jacque (Hon), France (201/2 wins)
5. Tohru Ukawa (Hon), Japan (173)
6. Loris Capirossi (Apr), Italy (116)
7. Takeshi Tsujimura (Hon), Japan (109)
8. Haruchika Aoki (Hon), Japan (102)
9. Stefano Perugini (Apr), Italy (85)
10. Jeremy McWilliams (Hon), Great Britain (73)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Valentino Rossi (Apr), Italy (321/11 wins)
2. Noburo Ueda (Hon), Japan (238/4 wins)
3. Tomomi Manako (Hon), Japan (190)
4. Kazuto Sakata (Apr), Japan (179)
5. Masaki Tokudome (Apr), Japan (120)
6. Jorge Martinez (Apr), Spain (119)
7. Garry McCoy (Apr), Australia (109)
8. Roberto Locatelli (Hon), Italy (97)
9. Frederic Petit (Hon), France (83)
   Mirko Giansanti (Hon), Italy (83)

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 12 of 12 rounds)

1. John Kocinski (Hon), Modesto, CA (416/9 wins)
2. Carl Fogarty (Duc), Great Britain (358/6 wins)
3. Aaron Slight (Hon), New Zealand (345/3 wins)
4. Akira Yanagawa (Kaw), Japan (247/2 wins)
5. Simon Crafar (Kaw), New Zealand (234)
6. Scott Russell (Yam), Jonesboro, GA (226)
7. Pier-Francesco Chili (Duc), Italy (209/3 wins)
8. Jamie Whitham (Suz), England (140)
9. Neil Hodgson (Duc), Great Britain (137)
10. Piergiorgio Bontempi (Kaw), Italy (118)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (304/1 win)
2. Miguel DuHamel (Hon), Canada (292/4 wins)
3. Mat Mladin (Duc), Australia (288/4 wins)
4. Steve Crevier (Hon), Canada (269)
5. Aaron Yates (Suz), Milledgeville, GA (256)
6. Pascal Picotte (Suz), Canada (239)
7. Tom Kipp (Yam), Chardon, OH (213)
8. Larry Pegram (Suz), Baltimore, OH (189)
9. Paul Harrell (Yam), Canyon Country, CA (159)
10. Tripp Nobles (H-D), Macon, GA (151)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (347/5 wins)
2. Pascal Picotte (Suz), Canada (341/4 wins)
3. Aaron Yates (Suz), Milledgeville, GA (322/2 wins)
4. Steve Crevier (Hon), Canada (279)
5. Jason Pridmore (Suz), Ventura, CA (267)
6. Rich Oliver (Yam), Fresno, CA (218)
7. Tom Kipp (Yam), Chardon, OH (211)
8. Mike Smith (Kaw), Canton, GA (208)
9. Jamie Hacking (Kaw), Spartanburg, SC (204)
10. Larry Pegram (Suz), Baltimore, OH (201)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (351/8 wins)
2. Ben Bostrom (Hon), Granada Hills, CA (246)
3. Dale Keiffer (Suz), Las Vegas, NV (224)
4. Richard Alexander Jr. (Suz), Carmel, NY (219)
5. Doug Polen (Suz), Denton, TX (219/1 win)
6. Mark Miller (Suz), Long Beach, CA (186)
7. Chris Rankin (Suz), Austin, TX (182)
8. John Jacobbi (Suz), Noblesville, IN (174)
9. Dax Snow (Suz), Las Vegas, NV (170)
10. Rad Greaves (Hon), Ann Arbor, MI (146)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (360/10 wins)
2. Bobby Keith (Hon), Redwood City, CA (252)
3. Greg Esser (Yam), Pompano Beach, FL (214)
4. Mark Foster (Yam), San Juan Capistrano, CA (204)
5. Randy Renfrow (Hon), Fredericksburg, VA (201)
6. John France (Hon), Melbourne, FL (190)
7. Matt Wait (Hon), Lodi, CA (166)
8. Leon Cortes (Yam), Costa Rica (160)
9. Al Salaverria (Apr), San Francisco, CA (153)
10. Roland Sands (Yam), Long Beach, CA (151)

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (386/10 wins)
2. Dave Estok, Daytona Beach, FL (337)
3. Jake Zemke, Paso Robles, CA (289)
4. Jody Hendley, Mission Viejo, CA (244)
5. Jerry Casciero Jr., Bel Air, MD (212)
6. Nate Wait, Lodi, CA (206/1 win)
7. Jeff Eklund, Pleasanton, CA (166)
8. Jess Roeder, Monroeville, OH (154)
9. Jeffrey Johnson, Minneapolis, MN (152)
10. Lance Jones, Anderson, SC (150)

AMA/PIRELLI FORMULA XTREME SERIES
(After 9 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (316/7 wins)
2. Doug Toland (Hon), Buena Park, CA (267)
3. Dale Kieffer (Suz), St. George, UT (215)
4. Brian Gibbs (Suz), Stockbridge, GA (165)
5. James Randolph (Suz), Santa Rosa, CA (131)
6. Jimmy Moore (Suz), Eugene, OH (124)
7. Paul Harrell (Yam), Canyon Country, CA (122/1win)
8. Scott Ruehle (Suz), St. Cloud, MN (107)
9. Terry Teske (Suz), Aurora, CO (92)
10. Ben Welch (Suz), San Diego, CA (91)

SUNOCO RACE FUELS/FORMULA USA SERIES
(After 8 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (463/4 wins)
2. Fritz Kling (Yam), Lansing, MI (386)
3. Tray Batey (Suz), Gallatin, TN (383/4 wins)
4. Eric Wood (Kaw), Mansfield, MA (376/1 win)
5. Jason Fraser (Hon), Snohomish, WA (374)
6. Andy Deatherage (Kaw), Cleveland, OH (345)
7. Grant Lopez (Suz), Mobile, AL (306)
8. Lee Shierts (Suz), Troutman, NC (302)
9. Michael Fitzpatrick (Suz), Columbia, MD (259)
10. Steve Grigg (Kaw), Ashville, NC (209)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 15 of 15 rounds)

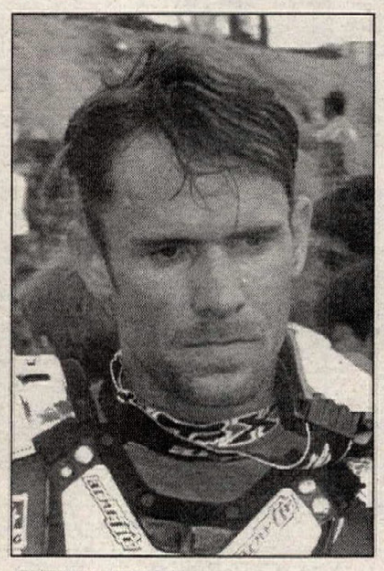
1. Jeff Emig (Kaw), Riverside, CA (293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (251/2 wins)
4. Larry Ward (Hon), Florence, SC (230)
5. Greg Albertyn (Suz), Riverside, CA (206/1 win)
6. Mike LaRocco (Suz), South Bend, IN (203)
7. Doug Henry (Yam), Oxford, CT (175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID (166)
9. Jimmy Button (Yam), Phoenix, AZ (152)
10. Ryan Hughes (Kaw), Temecula, CA (145)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (146)
2. Stephane Roncada (Hon), France (135/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL (123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA (97)
5. John Dowd (Yam), Chicopee, MA (86/2 wins)
6. Scott Sheak (Hon), Germantown, NY (84)
7. Jeff Dement (Kaw), Humble, TX (78)
8. Brock Sellards (Kaw), New Philadelphia, OH (77)
9. Jim Neese (Suz), Greensboro, NC (59)
10. Robbie Skaggs (Hon), Macon, GA (57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (153/5 wins)
2. Robbie Reynard (Hon), Norman, OK (131)
3. Casey Johnson (Kaw), Murrieta, CA (111)
4. David Vuillemin (Yam), France (104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA (85)
6. Craig Decker (Kaw), Palm Desert, CA (83)
7. Pedro Gonzalez (Kaw), Mexico (78)
8. Shaun Perolio (Hon), Saugus, CA (76)
9. Corey Keeney (Yam), Oakdale, MN (62)
10. Nathan Ramsey (Suz), Hixon, TX (60)



STEVE LAMSON

AMA 250cc NATIONAL MOTOCROSS C'SHIP SERIES
(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (591/7 wins)
2. John Dowd (Yam), Chicopee, MA (485/3 wins)
3. Jeremy McGrath (Suz), Canyon Lake, CA (433)
4. Larry Ward (Hon), Florence, SC (376)
5. Mike LaRocco (Suz), South Bend, IN (372)
6. Ezra Lusk (Yam), Bainbridge, CA (367/1 win)
7. Ryan Hughes (Kaw), Temecula, CA (354)
8. Greg Albertyn (Suz), South Africa (330/1 win)
9. Jimmy Button (Yam), Phoenix, AZ (281)
9. Damon Bradshaw (Hon), Homedale, ID (276/1 win)

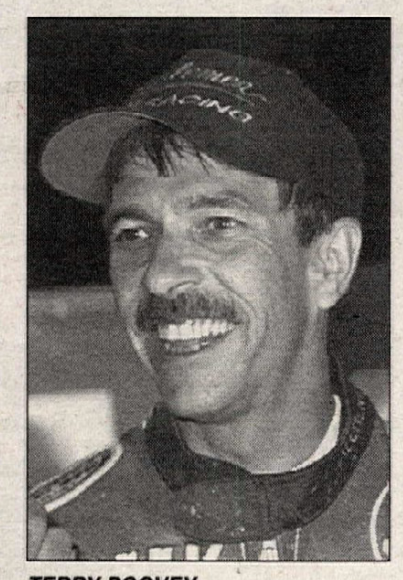
AMA 125cc NATIONAL MOTOCROSS C'SHIP SERIES
(After 13 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (563/8 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (468/3 wins)
3. Scott Sheak (Hon), Germantown, NY (384/1 win)
4. Mickael Pichon (Suz), France (354)
5. Stephane Roncada (Hon), France (323)
6. Casey Johnson (Kaw), Murrieta, CA (279)
7. Damon Huffman (Kaw), Acton, CA (277/1 win)
8. Tim Ferry (Suz), Largo, FL (271)
9. Steve Lamson (Hon), Riverside, CA (261)
9. Robbie Reynard (Hon), Norman, OK (256)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (385/8 wins)
2. Will Davis (H-D), Goldsboro, NC (349/7 wins)
3. Kevin Atherton (H-D), White Pigeon, MI (309/3 wins)
4. Rich King (Hon), Waterloo, IA (297/2 wins)
5. Ricky Graham (Hon), Salinas Valley, CA (248)
6. Davey Camlin (H-D), Rock Island, IL (225)
7. Joe Kopp (H-D), Mica, WA (220/1 win)
8. Jay Springsteen (H-D), Lapeer, MI (219)
9. Steve Morehead (H-D), Findlay, OH (161)
10. Mike Hacker (H-D), Prince George, VA (152)



TERRY POOVEY

AMA HARLEY-DAVIDSON 883cc NATIONAL CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Davey Camlin, Rock Island, IL (242/7 wins)
2. Jess Roeder, Monroeville, OH (235/2 wins)
3. Mike Hacker, Prince George, VA (187/1 win)
4. Shaun Russell, San Jose, CA (164/1 win)
5. Johnny Murphree, Paso Robles, CA (152/1 win)
6. J.R. Schnabel, West Bend, WI (146)
7. Robert Miller, New Holland, PA (130)
8. Billy Martin, Stockton, CA (100)
9. Paul Bergstrom, Foster City, CA (96)
10. Willie McCoy, Richardsen, TX (83)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (205/6 wins)
2. Matt Stavish (KTM), Blaine, MN (135)
3. Ty Davis (Kaw), Hesperia, CA (110/2 wins)
4. Randy Hawkins (Yam), Travelers Rest, SC (109)
5. Mike Monroe (Yam), Alabaster, AL (67)
6. Craig Holasek (KTM), Anoka, MN (63)
7. Kevin Hines (CRE), Weston, MA (59)
8. Donnie Book (Kaw), Gypsum, CO (47)
9. Scott Bright (Kaw), Greeley, CO (45)
10. Forrest Tobin (KTM), Casper, WY (44)

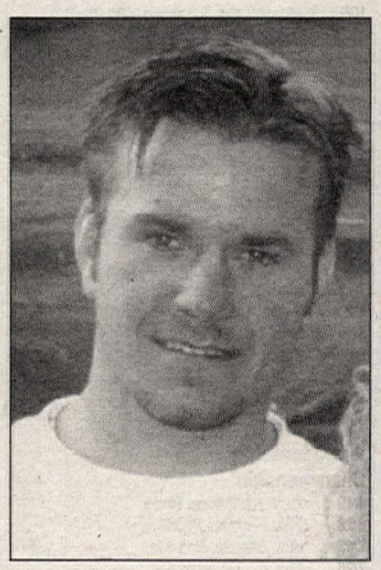
AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 5 of 7 rounds)

1. Ty Davis (Kaw), Hesperia, CA (150/5 wins)*
2. Nick Pearson (KTM), Pioche, NV (95)
3. Donnie Book (Kaw), Gypsum, CO (88)
4. Brian Brown (Kaw), Nampa, ID (69)
5. Dave Hamel (Kaw), Sparks, NV (62)
6. Russell Pearson (KTM), Pioche, NV (59)
7. Paul Krause (Kaw), Irvine, CA (54)
8. Destry Abbott (KTM), Phoenix, AZ (51)
9. Ed McCoy (Kaw), Virginia City, NV (47)
10. Jeff Capt (Hon), Lakewood, CA (44)

*clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 9 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (172/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (151/2 wins)
3. Jason Dahners (KTM), Redmond, WA (130)
4. Paul Edmondson (Suz), Great Britain (103/2 wins)
5. Brian Garrahan (KTM), Boulder Creek, CA (101)
6. Patrick Garrahan (KTM), Boulder Creek, CA (99)
7. Scott Plessinger (KTM), Hamilton, OH (75)
8. Aaron Sykes (Kaw), Cotati, CA (67)
9. Mike Sampson (Kaw), Brazil, IN (64)
10. Randy Hawkins (Yam), Travelers Rest, SC (57/1 win)



BRIAN KEEGAN

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 13 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (152/3 wins)*
2. Steve Hatch (Suz), Ithaca, NY (150/2 wins)
3. Fred Andrews (Yam), Salem, OH (143/1 win)
4. Rodney Smith (Suz), Oakley, CA (134/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (128/1 win)
6. Doug Blackwell (Yam), Parkersburg, WV (124)
7. Jason Dahners (KTM), Redmond, WA (123)
8. Randy Hawkins (Yam), Travelers Rest, SC (122)
9. Brian Keegan (Kaw), Washington, PA (119/1 win)
10. Paul Edmondson (Suz), Great Britain (94/2 wins)

AMA/NATC NATIONAL OBSERVED TRIALS SERIES
(After 9 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (237/5 wins)
2. C. Raymond Peters (G-G), Beaver Dams, NY (202/1 win)
3. Jess Kempkes (G-G), Lincoln, NE (199/3 wins)
4. Lonny Hallsted (Bet), San Diego, CA (167)
5. Olivier Clamagirand (G-G), Tustin, CA (166)
6. Mark Manniko (G-G), Aurora, CO (137)
   Ryon Bell (Mon), Canada (137)
8. Michael Bryant (Bet), Burlington, CT (107)
9. Dennis Sweeten (Bet), Oregon City, OR (105)
   Matt Moore (Mon), Sapulpa, OK (105)

AMA 800cc HILLCLIMB NATIONAL C'SHIP SERIES
(After 11 of 11 rounds)

1. James Large (H-D), Orient, OH (126/1 win)
2. Greg Williams (Hon), Canada (120/2 wins)
3. Willie Price (H-D), Madison, WV (117/5 wins)
4. Steve Dresser (Tri), Arkport, NY (116)
5. Jason Petty (Tri), Camby, IN (110/2 wins)
6. Paul Zander (BSA), Glen Rock, PA (109/1 win)
7. Rodney Williams (H-D), Niles, MI (108)
8. Glendal Petty Jr. (H-D), Mooresville, IN (97)
9. Robert Shriner (Kaw), Bird-in-Hand, PA (75)
10. Russ VanderVeen (H-D), Greenwood, IN (64)

AMA 540cc HILLCLIMB NATIONAL C'SHIP SERIES
(After 11 of 11 rounds)

1. Paul Pinsonnault (Hon), Brookfield, MA (143/2 wins)
2. Richard Soter III (BSA), Owings Mills, MD (143/2 wins)
3. Terry Thompson (BSA), Laurelville, OH (104/3 wins)
4. Scott McNeely (Hon), Madison, WV (102/1 win)
5. David Watson (Hon), Ludlow, MA (100/1 win)
6. Paul Lowe (Kaw), Yolyn, WV (94)
7. Michael Templeton (Hon), Manchester, CT (87)
8. Ted Wilkins (Rtx), Canada (86/2 wins)
9. Michael Pulver (Hon), Indianapolis, IN (78)
10. Mike Wilson (Kaw), Mount Gay, WV (49)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/29 Shah Alam, Malaysia, Rnd 1
4/5 Suzuka, Japan, Rnd 2
4/19 Sentul, Indonesia, Rnd 3
5/3 Jerez, Spain, Rnd 4
5/17 Mugello, Italy, Rnd 5
5/31 Le Castellet, France, Rnd 6
6/14 Estoril, Portugal, Rnd 7
6/27 Assen, Holland, Rnd 8
7/5 Donington Park, England, Rnd 9
7/19 TBA, Germany, Rnd 10
8/23 Brno, Czech Republic, Rnd 11
9/6 Imola, Italy, Rnd 12
9/20 Barcelona, Spain, Rnd 13
10/4 Phillip Island, Australia, Rnd 14
10/18 Jacarepagua, Brazil, Rnd 15
10/25 Buenos Aires, Argentina, Rnd 16

World Superbike Championship Series
3/15 Sentul, Indonesia, Rnd 1
3/22 Phillip Island, Australia, Rnd 2
4/13 Donington Park, England, Rnd 3
5/10 Monza, Italy, Rnd 4
5/24 Albacete, Spain, Rnd 5
6/7 TBA, Germany, Rnd 6
6/21 TBA, San Marino, Rnd 7
7/5 TBA, Rnd 8
7/12 Monterey, California, Rnd 9
8/2 Brands Hatch, England, Rnd 10
8/30 A-1 Ring, Austria, Rnd 11
9/6 Assen, Holland, Rnd 12
9/20 TBA, Rnd 13
10/4 Sugo, Japan, Rnd 14
10/11 Shah Alam, Malaysia, Rnd 15

World Endurance Championship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
3/28-29 Silleda, Spain, Rnds 1,2
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc MX C'ship
3/22 Jogyakarta, Indonesia, Rnd 1
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 Brogo Mag, San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

1998 World 250cc MX Championship
3/29 Talavera, Spain, Rnd 1
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc MX Championship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Sscwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, Frnace, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6
10/3 Pardubice, Czech Republic, Rnd 7

FIM World Supercross Championship
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7, 8

AMA Supercross Series
1/10 Los Angeles, CA, Rnd 1
1/17 Houston, TX, Rnd 2
1/24 Phoenix, AZ, Rnd 3
1/31 Seattle, WA, Rnd 4
2/7 San Diego, CA, Rnd 5
2/14 Indianapolis, IN, Rnd 6
2/21 Atlanta, GA, Rnd 7
3/7 Daytona Beach, FL, Rnd 8
3/14 New Orleans, LA, Rnd 9
3/21 Minneapolis, MN, Rnd 10
3/28 St. Louis, MO, Rnd 11
4/4 Pontiac, MI, Rnd 12
4/18 Charlotte, NC, Rnd 13
4/25 Dallas, TX, Rnd 14
5/2 Las Vegas, NV, Rnd 15

AMA National MX Series
3/1 Gainesville, FL, Rnd 1
5/10 San Bernardino, CA, Rnd 2
5/17 Sacramento, CA, Rnd 3
5/24 Mount Morris, PA, Rnd 4
6/14 Budds Creek, MD, Rnd 5
6/21 Southwick, MA, Rnd 6
7/5 Buchanan, MI, Rnd 7
7/19 New Berlin, NY, Rnd 8
7/26 Troy, OH, Rnd 9
8/2 Washougal, WA, Rnd 10
8/16 Millville, MN, Rnd 11
8/30 Binghamton, NY, Rnd 12
9/6 Delmont, PA, Rnd 13

AMA PJ1 National Arenacross Series
11/21-23 Albany, NY, Rnd 2
12/5-7 Rockford, IL, Rnd 3
1/2-4 Fort Worth, TX, Rnd 4
1/9-11 Oklahoma City, OK, Rnd 5
1/16-18 Hampton, VA, Rnd 6
1/23-25 New Haven, CT, Rnd 7
1/30-2/1 Niagara Falls, NY, Rnd 8
2/6-8 Winston-Salem, NC, Rnd 9
2/13-15 Milwaukee, WI, Rnd 10
2/20-22 Denver, CO, Rnd 11
2/27-3/1 Sacramento, CA, Rnd 12
3/13-15 San Francisco, CA, Rnd 13
3/20-22 Salt Lake City, UT, Rnd 14
Info 817/246-7400

AMA Texas Championship Hare Scrambles Series
11/23 Waco, TX
12/7 Rockne, TX
1/18 Fort Hood, TX
2/1 San Antonio, TX
2/15 Rockne, TX
3/29 Columbus, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Montgomery, TX
11/8 TBA
12/6 Fort Hood, TX
Info 409/732-9171

AMA/District 36 Family Enduro Series
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA National Dual Sport Trail Ride Series
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
11/29 Lovelock to Fernly, NV, Rnd 16
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
11/28-29 Azusa, CA (LA-B to V)
12/28 Mojave, CA
614/891-2425 (3,1)

AMA Mid-South Winter Hare Scrambles Series
11/23 Fordsville, KY
12/7 Greenville, KY
12/14 Johnsonville, TN
1/18 Lawrenceburg, TN
2/1 TBA
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info 615/859-0873

Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info 616/458-5888

CCS/Championship Cup Road Racing Series
California Region
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
12/13-14 Homestead, FL*
Southwest Region
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

AHRMA Western Regional Trials Series
11/22 Auburn, CA
Info 916/967-0262

Texas/AHRMA Vintage Iron Series
11/23 Swan, TX
12/7 Rio Bravo, TX
Info 281/679-5764

LaPlaya Motocross Grand Prix Series
12/7 Rosarito, BC/Mexico
3/1 Rosarito, BC/Mexico
5/17 Rosarito, BC/Mexico
8/23 Rosarito, BC/Mexico
10/4 Rosarito, BC/Mexico
12/6 Rosarito, BC/Mexico
Info 011/52-661-22525

ECEA Championship Hare Scrambles Series
11/23 Greenbank, NJ
Info 717/865-0601

Central California Rough Scrambles C'ship Series
11/23 Madera, CA, Rnd 12
Info 209/661-0706

American Trials Association
11/30 Lucerne Valley, CA
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/25-26 El Trial, CA
6/6-7 Big Bear, CA
Info 714/562-7742

Arkansas Hare Scrambles Championship Series
11/30 Fort Smith, AR
Info 501/646-7000

KORR Hare Scrambles Championship Series
12/7 Hillsboro, KS
Info 316/942-6527

Southern Enduro Riders Ass'n
11/23 Warrior, AL
12/7 Maplesville, AL
1/4 Saucier, MS
1/18 Maplesville, AL
2/8 Wiggins, MS
Info 504/665-0313

SETRA Hare Scrambles
11/23 Odenville, AL, Rnd 3
11/30 Clinton, SC, Rnd 4
12/7 Columbia, SC, Rnd 5
12/14 Hurricane Mills, TN, Rnd 6
1/4 Greensboro, GA, Rnd 7
1/18 Maplesville, AL, Rnd 8
2/8 Abbeville, SC, Rnd 9
2/15 Columbus, GA, Rnd 10
2/22 Macon, GA, Rnd 11
3/8 Braselton, GA, Rnd 12
3/22 Cross Anchor, SC, Rnd 13
3/29 Knoxville, TN, Rnd 14
Info 706/327-4015

SETRA C'ship Enduro Series
1/11 Charleston, SC, Rnd 9
1/25 Wedgefield, SC, Rnd 10
3/1 Pelion, SC, Rnd 11
3/5 Daytona, FL, Rnd 12
3/15 Greensboro, GA, Rnd 13
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info 706/327-4015

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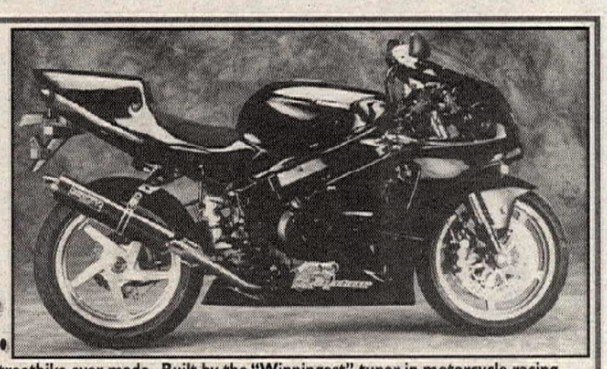
1-800-874-0645, ext. 313

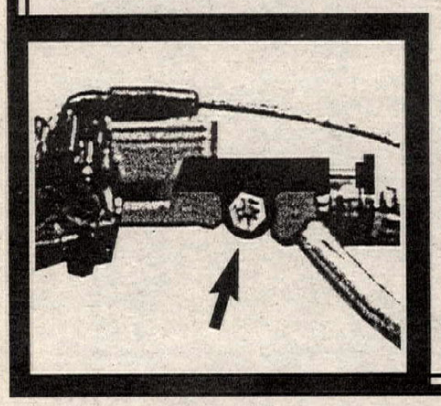
NEW MUZZY KAWASAKI STREET LEGAL SUPERBIKE, The "RAPTOR".



The best handling and most powerful streetbike ever made. Built by the "Winningest" tuner in motorcycle racing. Up graded features include trick pistons, cam shafts, carburetors, airbox, exhaust system, new brakes, wheels, suspension and body work. The closest to a $50,000 factory superbike you'll ever get for under $18,000. 150 H.P. and limited quantities. Put 916's in the pits!

Cycle Barn (800) 865-2453 or (425) 774-3538

GRIFFIN ANTILOCK BRAKE



The GRIFFIN ANTILOCK BRAKE™ was designed to prevent front wheel lock up. It is a bolt-on unit and adjustable to speed and track conditions. The GRIFFIN ANTILOCK BRAKE™ will give you a smoother and deeper drive into corners and will eliminate grabbing.

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CYCLE NEWS
America's Weekly Motorcycle Newspaper

CMC Racing - 714/367-1141
CMC Golden State Nationals
South Region
Jan 11th Rnd. 1 Quail Canyon OHV, Gorman CA
Jan 18th Rnd. 2 Competition Park, San Jacinto, CA
Feb 1st Rnd. 3 L.A.C.R., Palmdale, CA
Feb 15th Rnd. 4 Glen Helen Rcwy, Devore, CA

1997 A.M.P. Calif. Octoberfest Series
Sat Nov 22 Open Practice Oatfield Rcwy, Turlock, CA
Sun Nov 23 Oatfield Rcwy Final Round, Turlock, CA
Info: (209) 656-9682

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PARTS IN STOCK
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(248) 673-3366 (248) 673-8144 FAX
UPS Daily

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Motorcycle Road Racing
3rd Sunday every month
Next Event - December 20-21
INFO (805) 256-1234

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Northwest Motorcycle Association Off-Road Series
11/30 Kent, WA
Info 206/242-7044

FTR Championship Series Hare Scrambles
11/22-23 Bostwick, FL
12/6-7 South Venice, FL
1/3-4 TBA
1/17-18 TBA
1/31-2/1 TBA
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info 407/264-0559

FTR C'ship Enduro Series
1/11 Charleston, SC
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info 407/264-0559

FTR Motocross Series
12/14 Dade City, FL, Rnd 3
12/21 Bithlo, FL, Rnd 4
1/25 Okeechobee, FL, Rnd 5
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info 407/264-0559

CMRRA 50cc/125cc C'ship Road Race Series
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

WSMC Road Race Series
12/20-21 Rosamond, CA, Rnd 12
1/17-18 Rosamond, CA, Rnd 1
2/14-15 Rosamond, CA, Rnd 2
3/14-15 Rosamond, CA, Rnd 3
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info 805/256-1234

CMC West Coast Arenacross Challenge
2/27-28-3/1 Sacramento, CA
TBA Las Vegas, NV
Info 702/267-4392

NOVEMBER

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JANUARY

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FEBRUARY

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*Denotes Pro Payback

Nov 21-23

* NEVADA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, Reno Livestock Events Center, Reno. Info: 702/267-4392.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Hara Arena, Dayton. Info: 614/594-6686.

Nov 22-23

* TENNESSEE MOTOCROSS - Rose Racing, annual fall Memphis MX Championship, Tennessee.

Sat, Nov 22

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

CALIFORNIA SUPERCROSS - Starwest Supercross Park, Night Racing, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CANADA ARENA-CROSS - CMA/Future West, The BC Arenacross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* FLORIDA MOTOCROSS - Dade City Raceway, Pasco County Fairgrounds, Rnd 21, Dade City. Info: 352/588-4697.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* NEVADA MOTOCROSS - Masters, 25+, Sportsmen Race, Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Bed Rock Arena, Glen Pool. Info: 918/836-6999.

WASHINGTON POKER RUN - NMA Benefit Poker Run, Northwest Motorcycle Association Poker Run Series, Shelton Fairgrounds, Shelton. Info: 206/774-1454.

Sun, Nov 23

* ALABAMA MOTOCROSS - Alabama Fall Series, Kilpatrick Motocross, Albertville. Info: 205/561-3495.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 12, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Sponsorship Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 19, Barona Oaks. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - 1997 AMP California Octoberfest Series, Final Round, Oatfield Raceway, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 1, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Richmond Ramblers AMA, District 36, Stonyford. Info: 510/741-1147.

CALIFORNIA MOTOCROSS - Over the Hill Gang Race, Lemon Grove, Piru. Info: 562/925-9634.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Sunrise Cycle Park, Adelanto. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Over The Hill Gang, Rnd 5, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NEW JERSEY HARE SCRAMBLES - AMA/ECEA, Meteor Motorcycle Club, Sandy Lane Enduro, Stafford Township MaintenanceAccess Road, Manahawkin, Stafford Township. Info: 609/494-1321.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA MOTOCROSS - AMA/Side-by-Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Ardmore. Info: 405/366-1051.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Swan. Info: 281/679-5764.

* TEXAS SHORT TRACK - Mineola MC, Action Speedway, Hwy 69 North, Mineola. Info: 903/768-2415.

* TEXAS MOTOCROSS - 7th annual Top Texan MX Series/GNC Motocross, Burleson MX, Burleson. Info: 214/351-9900.

Nov 24-29

FLORIDA WINTER NATIONAL OLYMPICS - World Sports Winter National Olympics, St. Petersburg. Info: 813/823-2090.

Wed, Nov 26

CALIFORNIA HARE & HOUND - AMA/District 37, Desert Viper, Barstow. Info: 310/376-1329.

Nov 28-29

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, LA-Barstow to Vegas, Bert's MC Mall, Azusa. Info: 818/249-2141.

Nov 29-30

ARIZONA MOTOCROSS - Final Round, AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 7, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

Sat, Nov 29

* CALIFORNIA SPEEDWAY - International Speedway, Speedway/Pro-Am 600/Sidecars, Imperial Valley Fairgrounds Speedway. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA/District 36, CERA, Sugarpine Staging Area, Foresthill, Info: 510/462-6824.

* FLORIDA MOTOCROSS - Dade City Raceway, Pasco County Fairgrounds, Night MX, Dade City. Info: 352/588-4697.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO HARE SCRAMBLES - World Championship, AMA/Action Sports Promotions Inc., Athens. Info: 614/594-MOTO.

Sun, Nov 30

* ALABAMA MOTOCROSS - Alabama Fall Series Final Race, Kilpatrick MX, Albertville. Info: 205/561-3495

* ARIZONA HARE SCRAMBLES - JML Promotions Inc., River Front Grand Prix, Fort Smith. Info: 501/648-1696.

CALIFORNIA GRAND PRIX - SRA/Grand Prix, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Trophy Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 2, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* GEORGIA MOTOCROSS - Echconnee MX Club, Macon. Info: 912/788-8227 or 956-5420.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park. Info: 301/475-2000.

MINNESOTA PARTS SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza, St. Paul Civic Center. Info: 319/462-6011.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NEW YORK SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - CRA/Wagner Racing Promotions, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 5, Village Creek MX Park Inc., Fort Worth. Info: 817/572-7713.

WASHINGTON HARE SCRAMBLES - Nasty Wench Hare Scrambles Northwest Motorcycle Association Off-Road Series/Team Crutch, Seattle International Raceway, Kent. Info: 360/793-3264.

Dec 5-7

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Expo Center Coliseum at the Ohio State Fairgrounds, Columbus. Info: 614/594-6686.

Fri, Dec 5

CALIFORNIA INDOOR SWAP MEET - Inter Shows Promotions, Indoor MC Swap Meet Series, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center, Ohio State Fairgrounds, Columbus. Info: 614/594-MOTO.

Dec 6-7

CALIFORNIA SUPER TT - Buttonwillow Raceway, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

Sat, Dec 6

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 20, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

Sun, Dec 7

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas GP, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Trophy Series. Info: 805/272-8889.

CALIFORNIA DESERT RACE - RGR Racings Rudolph's Revenge Desert Grand Prix, District 38, Superstition Mountains. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 21, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 3, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - CMC/Dave Coupe Promotions, E St Sand Track, Marysville. Info: 916/673-5956.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterens Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA MOTOCROSS - Over the Hill Gang Race, Edwards AFB, Info: 562/925-9634.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Little Okie, Madera. Info: 209/673-8080.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Old-Timers, Rnd 6, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Mansfield. Info: 419/774-0430.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Gruber. Info: 405/366-1051.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Rio Bravo. Info: 281/679-5764.

TEXAS MOTOCROSS - GNC Texas Regional Championship, Mosier Valley USA, Arlington. Info: 214/351-9900.

Dec 12-14

* NEBRASKA ARENA CROSS - K Promotions, Buffalo County Fairgrounds, Kearney. Info: 402/475-3434.

Fri, Dec 12

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

Dec 13-14

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 13

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

* CANADA ARENA-CROSS - CMA/Future West ,The BC Arena-Cross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

CYCLE WORLD

INTERNATIONAL Motorcycle Shows®

* Southern California, Dec 5-7, 1997
Long Beach Convention Center
Long Beach, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Bay Area, Dec 12-14, 1998
San Mateo County Expo Center
San Mateo, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Seattle, Jan 2-4, 1998
Washingotn State Conv. & Trade Ctr.
Seattle Washington
Fri: 5p-10p Sat: 10a-9p Sun: 10a-6p

* St. Louis, Jan 9-11, 1998
America's Center
St. Louis, Missouri
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Chicago, Jan 16-18, 1998
Rosemont Convention Center
Chicago, Illinois
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* New York, Jan 23-25, 1998
Jacob Javits Convention Center
New York, New York
Fri: 12p-10p Sat: 10a-10p Sun: 10a-5p

* Ohio, Jan 30 - Feb 1, 1998
IX Center
Cleveland, Ohio
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* Minneapolis, Feb 6-8, 1998
Minneapolis Convention Center
Minneapolis, Minnesota
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Daytona, Mar 4-8, 1998
Daytona International Speedway
Daytona Beach, Florida
Wed: 1p-6p Thu-Sat: 9a-6p Sun: 9a-1p

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Jan 9-10	Texarkana, Arkansas
Jan 16-17	Fayetteville, North Carolina
Jan 24-25	Ada, Oklahoma
Feb 7	Richmond, Virginia
Feb 14	Casper, Wyoming
Feb 27-28	Prineville, Oregon
Mar 6-7	Billings, Montana
May 1-2	Great Falls, Montana

AMATEUR AND PRO RACERS COMPETE EACH DAY
Plus other dates being scheduled for 1998
For More Information Call: (940) 683-4742 M-F 9:30 am to 5:30 pm

SRA GP California Schedule
Members Non Members
Sunday, November 30,
Glen Helen, CA
Info (714) 957-2985

7th Annual GNC TOP TEXAN SERIES
November 16
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Dallas/Ft. Worth, TX
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WEEKLY.
Not Monthly.
CYCLE NEWS

TULARE CYCLE PARK
Tulare, CA Event Calendar
Sat., Dec 6 M.X. & Dirt Track Practice 9am-2pm
Sat., Dec 20 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 3 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 17 M.X. & Dirt Track Practice 9am-2pm
Sat., Feb 7 M.X. & Dirt Track Practice 9am-2pm
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

GLEN HELEN
SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Sat.,	Nov 22	MX Practice 8am till 1pm
Sun.,	Nov 23	Off Road Car, Truck & Quad Racing
Thur.,	Nov 27	No MX Practice
Sat.,	Nov 29	No MX Practice

CHAPARRAL AMA PRO/AM CHAMPIONSHIP DEC. 26, 27, 28
125cc/250cc SHOOTOUT $18,500 PRO PURSE

cma
(209) 673-8080
O'Neal Central Calif. Championship MX Series
Sunday, November 23 Hanford, CA
Sunday, December 7 Little Okie, Madera, CA
Sunday, December 14 Hanford, CA

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

GFI RACING (909) 653-4042
A Rider for the Riders

Sat.,	Nov 22	GFI Super Saturday Race	Perris
Sat.,	Nov 29	Saturday Practice (8am - 1pm)	Perris
Sat.,	Dec 06	Saturday Practice (8am - 1pm)	Perris
Sat.,	Dec 13	Saturday Practice (8am - 1pm)	Perris

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Open Riding Every Wednesday
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313-241-1600
www.racemra.com

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sun, Dec 14

* ALABAMA MOTOCROSS - CMMX Inc., Chandler Mountain Motocross, Steele. Info: 205/681-8317.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, American Motorcycle Specialists, All Brand MC Swap Meet and Used Bikes Corral, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC, Trophy Series, Merry Christmas, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 4, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, Spangler Hills, Red Mountain. Info: 909/883-5259.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Glen Helen Raceway, San Bernardino. Info: 805/294-0020.

CALIFORNIA HARE SCRAMBLES - Cal Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/544-8618.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

FLORIDA MOTOCROSS - FTR Championship Motocross Series, Dade City Raceway, Dade City. Info: 352/567-0792 or 941/591-2790.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, New Johnsonville. Info: 615/859-0873.

Dec 20-21

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

Sat, Dec 20

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Dec 21

* ALABAMA MOTOCROSS - Kilpatrick MX, Albertville. Info: 205/561-3495

CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch AKA Tommy Ville, Brentwood. Info: 510/634-3328.

CALIFORNIA VINTAGE GRAND PRIX - AHRMA/Vintage and Tom Andersons Sandhill Ranch, Brentwood. Info: 510/634-3328.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Sat, Dec 27

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Dec 28

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Wed, Dec 31

CALIFORNIA DESERT RACE - Budweiser Dunaway Dash XI, Plaster City West. Info: 619/427-5759.

Thur, Jan 1

* CALIFORNIA MARATHON - Tom Anderson's Sandhill Ranch Hangover Marathon, 25th annual, Brentwood. Info: 510/634-3328.

Jan 3

* FLORIDA MOTOCROSS - South Florida Sports Committee, Night Race, Pepsi Air Dania MX Park, Fort Lauderdale, Dania. Info: 954/321-9422.

Sun, Jan 4

ILLINOIS PARTS SHOW - J&P Promotions, 12th annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Sat, Jan 10

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Jan 11

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

PENNSYLVANIA PARTS SHOW - J&P Promotions, Motorcycle Parts Extravaganza, York Fairgrounds, in the east and west wings of Memorial Hall, York. Info: 319/462-6011.

Fri, Jan 16

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Jan 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 1, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Jan 17

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Jan 18

CALIFORNIA GRAND PRIX - SRA/California GP, Glen Helen, San Bernardino. Info: 714/957-2985.

MISSOURI PARTS SHOW - J&P Promotions, third annual Motorcycle Parts Extravaganza and Indoor Bike Show, American Royal Complex, Kansas City. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series,/ Lawrenceburg. Info: 615/859-0873.

Jan 23-25

* KENTUCKY ARENACROSS - AMA/Action Sports Promotion Inc., Freedom Hall at the Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.

Sat, Jan 24

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

Sun, Jan 25

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Sun, Feb 1

ILLINOIS PARTS SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Van Leer. Info: 615/859-0873.

Sat, Feb 7

* CANADA ARENA-CROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Championship, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

Sun, Feb 8

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Feb 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 2, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Feb 14

OKLAHOMA DIRT TRACK - Total Performance Racing, Winter Indoor Dirt Track Series, Heart of America Expo, Shawnee. Info: 918/836-6999.

Sun, Feb 15

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Sat, Feb 21

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911/ Call before you haul.

Sun, Feb 22

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

IOWA PARTS SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Downtown River Center, Great Hall, Davenport. Info: 319/462-6011.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

Feb 27

* CANADA ARENA-CROSS - CMA/Future West The BC Arena-Cross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsfor. Info: 604/794-3824.

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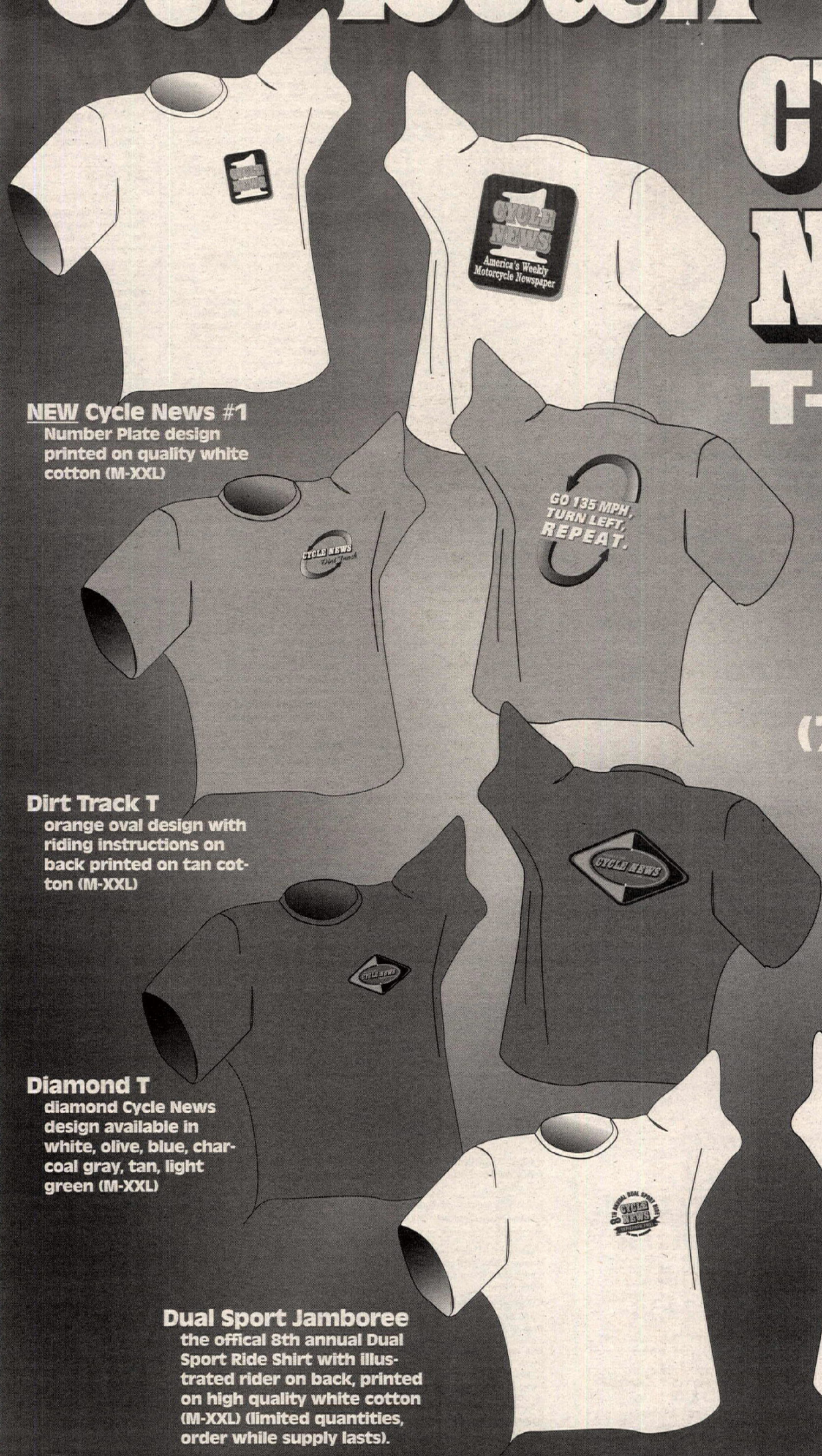

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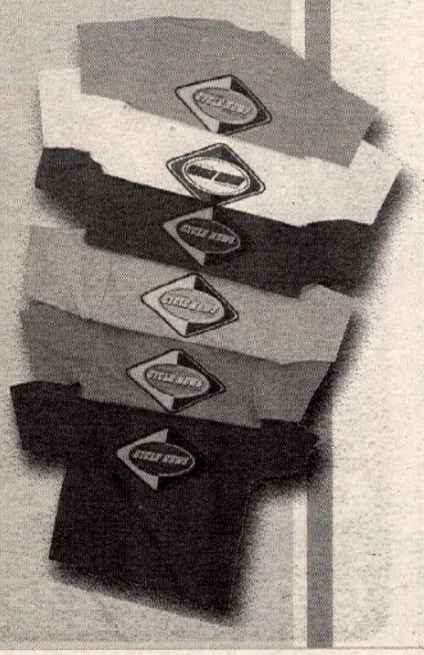

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WANT ADS

HELP WANTED

Graphic Designer

Acerbis is seeking an enthusiastic, talented and self-motivated individual to head up the Acerbis graphic image presentation for the world market. Must be fully capable in Macintosh based graphic design. Capabilities in web page design a plus. Must be free to travel and be willing to work in a team atmosphere. Send resume with salary history to Acerbis USA c/o Bill Berroth, 13200 Gregg St., Poway, CA 92064 or fax (619)679-3912. CA.

Experienced Parts Professional

Are you experienced in customer service, parts and accessory's sales, merchandising and display? We seek a motivated self starter type of individual that has these qualities and can work within a fast paced, 24 year Yamaha Waverunner, ATV, Motorcycle retailer, based in Huntington Beach, CA. Computer skills and a professional appearance is a must. Please Fax your resume and salary requirements to Beach Yamaha at (714)969-8765. No phone calls please! CA.

ASS'T. SALES MANAGER - Large volume Honda Yamaha Sea-Doo dealership in Delaware. Sales experience required. Send resume to "Hey" 620 Pulaski Hwy., Bear, DE 19701. (302)322-4120. DE.

Malcolm Smith Motorsports

Assistant Parts Manager needed to handle day -to - day operations of parts department in our multi-line motorcycle and personal watercraft dealership. Previous management experience helpful, but not necessary. Positive attitude and ability to work well with others is essential. We offer an excellent wage and benefit package in a progressive, enthusiast driven environment. Contact John Stanley at (909)687-1300 or fax resume to (909)687-3819. CA.

Join The White Brothers Team

Attention Parts/Service Managers or qualified candidates, here is a great career opportunity! White Brothers is expanding their Catalog Department. Assist in the preparation of their motorcycle, watercraft and bicycle catalogs. Must be detail oriented, possess excellent typing/word processing skills (Windows and Microsoft Word), familiar with inventory control systems and strong technical background. Submit resume to White Brothers, Attention Catalog Dept., 24845 Corbit Place, Yorba Linda, CA 92887 or fax to (714)692-5220. CA.

Parts Manager

Busy multiline dealership on Florida space coast has immediate opening for experienced parts manager. 5 day week. Top pay and benefits. Fax resume to Sports City Honda (407)956-0110 or mail to 1130 South Harbor City Blvd., Melbourne, Florida 32901 Attn: Suzi or Jerry. FL.

Live The Rocky Mountains

Denver metro area - career opportunities available with expanding Honda/SeaDoo dealership. General Manager, Office Manager, Sales, F&I, Parts, Service. Excellent pay programs, benefits. Franchised dealership experienced required. Fax resume with income requirements to (303)238-6818. CA.

Dynojet Is Vegas Bound!

Dynojet, makers of world famous motorcycle jet kits and chassis dynamometers, is moving to Vegas this winter. We need experienced motorcycle Tech and Sales people to be part of the core group that propels Dynojet into the 21st century. Exciting career and great benefits. Call Dave Koshollek at (800)992-4993.

Service Technician

Excellent job with excellent pay with growing dealer. Needed ASAP. Call (910)375-5311. Greensboro, NC.

EXCELLENT OPPORTUNITY !! Multi brand motorsports delearship is looking for an experienced individual for an immediate opening as Parts Manager. Salary/bonus, benefits package. All applications held in confidence. Forward resumes: Division E, P.O. Box 498, Long Beach, CA 90801. CA.

General Manager / Asst. To G.M.

Excellent opportunity !!! Progressive multi-store / brand motorsports dealer is looking for experienced individual for immediate openings in the GM and / or asst. to GM position. Major midwest market location. Excellent salary / bonus, benefits package. All applications held in strictest confidence. Forward resumes etc. Division M, PO Box 498, Long Beach, CA 90801. CA.

EXPERIENCED SERVICE TECHNICIAN. Yamaha knowledge preferred. Call Ron. (909)987-2411. CA.

EXPERIENCED TECHNICIAN and parts person needed for Northern California Honda Yamaha dealer. Call Jeff at Mach 1 Motorsports (707)643-2548. CA.

Regional Sales Managers:

Fast growing subsidiary of large insurance group that provides F&I products to PowerSport Dealers. Industry background a must, preferably as a DM / RM for manufacturer of distributor. Salary, commission, 401K, full benefits, expense account. Fax (914)328-5895, E-mail wpids@webspan.net, or mail resume with salary history to WPI, 14 Madison Avenue, Valhalla, NY 10595. NY.

Mechanics Wanted

Motorcycle and Watercraft, permanent and full time, benefits available. Experienced only. Please call Mid Cities Honda/Kawasaki SeaDoo (562)531-1225 ask for Joe. CA.

National Sales Manager:

Fast growing subsidiary of large insurance group that provides F&I products to Motorcycle dealers. Industry background an important plus. Some travel. Westchester, NY location. Fax (914)328-5895, E-mail wpids@webspan.net, or mail resume with salary history to WPI, 14 Madison Avenue, Valhalla, NY 10595. NY.

Sales And Service Staff

For a growing BMW dealership in San Diego. (619)286-1971. CA.

Wanted: Outside Sales Reps:

GA, TX, SC, NC, OH, IN, IL, MN, NY - Are you More than an order taker? Are you a proven Salesperson who knows their way around hard parts, can determine and satisfy dealer issues, and can present and sell value? Then White Brothers has an exciting opportunity for you to represent one of the fastest growing, most versatile manufacturer/distributors in the powersports industry. With White Brothers you'll be able to fill dealer needs in off-road, ATV, on-road sport and cruiser, Harley-Davidson and personal watercraft. Please submit your resume, along with the names of other lines you currently rep, and a description of the geographic area you serve, to: Director of Sales & Marketing, c/o White Brothers, 24845 Corbit Place, Yorba Linda, CA 92887 or fax it to (714)692-3409. CA.

Parts And Accessory Manager

If you have the "right stuff," sunny Colorado is the place for you! Huge, progressive, multi-franchised dealer in Denver metro area is looking. Send/Fax resume: Human Resources, 8860 N. Federal Blvd., Federal Heights, Colorado 80221. (303)657-0094. CO.

IN SOUTH ORANGE COUNTY, CA - Seeks self-motivated team players for the following positions: DISTRIBUTOR SALES ACCOUNT MANAGER - responsible for Lockhart Harley-Davidson Oil Cooler sales to distributors and sportbike accessory sales to international distributors. Knowledge of Harley-Davidson and sportbike models necessary. Applicant should have experience as an account representative and/or sales and customer service background. — SALES AND CUSTOMER SERVICE REPRESENTATIVE - To service dealerships and process orders. Proven customer service skills and sales background necessary. Applicant must have basic computer skills and knowledge of sportbikes. Join Our Winning Team! Please fax resume to: (714)498-1594 or call (800)221-7291 (EOE). CA.

Experienced Service Technician

Kawasaki/Suzuki dealership in Orange Co. area of So. Cal., fax resume to: (714)258-2609 or call John at (714)258-3311. CA.

Relocate to the Heart of the Rocky Mtns.

Large multi brand power sports dealership has immediate openings in Parts, Sales and Service. We offer top pay and benefits to qualified individuals. Send resume to Honda/Suzuki of Salt Lake, 2354 S. State Street, Salt Lake City, Utah 84115. UT.

Service Manager

Los Angeles area Honda/ Yamaha/Kawasaki motorcycle and watercraft dealer is seeking an experienced, professional service manager. Please be profit oriented, organized, creative, have good people and management skills. Be computer literate and capable of running a high volume shop. Our technicians and parts department are excellent. Position available December '97. Kolbe Honda/ Yamaha/ Kawasaki - established 1959. Contact Bill McLean (818)348-7865. CA.

MASTER HARLEY SERVICE TECH wanted by Huntsville, AL. High growth dealer moving to new store 1/98. All professional staff, dealer enthusiast with open door, sign-on & moving, all bennies including simple 401. Earnings, work, and personal background required. Mtn-lakes region of N. AL. has highest income of the entire S.E., best schools, services, etc. Expense reimbursement for qualified prospects' 2-day personal interview. Call Terry at Alabama Harley-Davidson (205)837-9021 or Fax (205)837-7909. AL.

Want A Career In The Industry?

Motul lubricants is growing and is looking for an outside sales promoter to help our distributors and dealers sell our products. Based in Pomona, CA, covering California, Arizona and Nevada. Nationwide traveling possible. Fixed salary + bonus. Good driving record req'd. Fax resume at (909)625-2697 or send: 790-C Indigo Court, Pomona, CA 91767.

Sunny South Florida

Multi line dealership has immediate openings for Salesman, Service, Writer and Parts Person. Excellent benefits, good atmosphere, top pay and year round employment. Must have experience with a good working attitude. Only the best need apply. Fax resume and references to (561)683-1877 or call Rick at (561)683-1642. FL.

Sunny Las Vegas

Need competent, reliable people in our Service Dept. Plenty of work guaranteed minimum for 4 stroke Tech, salary for Service Manager / Writer. Ins. paid, flex work week available. Let me know your needs. EOE M/F - Kawasaki of Las Vegas, 3800 N. Rancho Dr., 89130. (702)656-1955, fax (702)656-0277 Attn: Dale. NV.

Sales Manager / NC

New, state -of -the -art, multi line dealership needs experienced professional to lead and manage a customer focused sales force at the best new dealership in the Carolina's. Competitive pay, great benefits and an excellent work atmosphere. Work with the best! Fax resume and cover letter to (704)442-9742, Attn: General Manager; or mail to Performance Honda Suzuki of Charlotte, 5701 Westpark Drive, Suite 107, Charlotte, NC 28217.

Service Tech / Parts / Sales / F&I

New, state -of -the -art, multi line dealership seeks experienced professionals to be part of our winning team. Must have customer focused attitude and friendly disposition. Competitive pay, great benefits and an excellent work atmosphere. Work with the best! Fax resume and cover letter to (704)442-9742, Attn: General Manager; or mail to Performance Honda Suzuki of Charlotte, 5701 Westpark Drive, Suite 107, Charlotte, NC 28217.

Experienced M/C Mechanic Needed

Northern California Yamaha dealership. Good salary and medical. (707)528-1114 or resume PO Box 173 El Verano, CA 95433.CA.

Parts Person

Northern California's largest Kawasaki and Yamaha shop needs top notch parts people. Must be a team player, and have a "Customer Comes First Attitude". Fax your application to Dave, (510)537-4283. (510)537-2257. CA.

Motorcycle Tech. And Parts Help

Only confident, experienced need call. Great pay. Meza, Arizona. Steve (602)964-4754. AZ.

Sales Manager

Sales Manager wanted for progressive Harley-Davidson dealership. If you are highly motivated, organized, with a proven and extensive sales record preferably within the motorcycle industry and wish to assume responsibility for Motorcycle plus Retail Sales and all promotional activity, we have a position for you in one of the Southeast's nicest and most centrally located areas to live. We are currently a dealer for Harley-Davidson and Buell and Excelsior-Henderson anticipated during the 1999 model year. Competitive compensation and benefit package, free Medical Insurance, profit sharing plan. Assistance with relocation. Send resume to Phil Steel, Steel Harley - Davidson, Inc., 2136 Chapman Road, Chattanooga, TN. 37421. Telephone: (423)892-4888. Fax (423)892-0093. TN.

Customer Service Reps

So. CA distributor has immediate opening for knowledgeable, friendly enthusiasts. Experienced preferred, attention to detail and positive attitude a must. Receive on -going product training while working in a great environment with good pay, vacation time, holidays, bonuses and advancement opportunities. Contact Jeff Ross (909)483-3663 or fax (909)483-3668. CA.

TEAM MEMBER NEEDED: Seeking individual with good people skills who can assist with the counter, phones, and shipping. Fax or mail resume to Z Racing (714)449-1374. CA.

Experienced Technician Needed

Technically oriented, meticulous, motivated individual needed for established independent dealer. New service facility, complete machine shop and dyno. Motorcycle Performance, Madison, WI (608)238-1195.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Art at (562)945-3494 or fax (562)693-9478. CA.

White Brothers Warehouse Positions

WB is looking for hard woking, reliable people to work in warehouse. Fill out application @ 24845 Corbit Pl., Yorba Linda or call (714)692-3404. CA.

BUSINESS OPPORTUNITIES

Motorcycle Salvage

10 YEAR + inventory for sale, 500 plus bikes and parts. Phoenix, AZ. (602)966-0101. AZ.

GREAT LIVING IN ONE OF THE TOP 50 CITIES. Established Arkansas Honda motorcycle dealership with 30 year history. Second owner retiring. Other franchises: Sea-Doo, Arctic Cat, Honda P/E. Qualified & serious inquiries only. Call (501)646-8193. Ask for Alice. AR.

Motorcycle And Watercraft Dealership

Kawasaki, Suzuki cycle and watercraft sales and service business. $2.0 million+ in sales. Profitable. Central Mid-Atlantic location. Confidential inquiries to David at (609)678-6011 or fax (609)678-9366.

COLLECTORS

1971 BSA 650 THUNDERBOLT, $3,000 / obo. 1986 Honda 700 Shadow, asking $1,800. Both run excellent. (609)453-7225. NJ.

Two BSA B50 MX

1972 BSA B50 MX, showroom condition, unrestored complete original, runs great $2,995 / obo. 1973 B50 MX unrestored complete excellent condition, runs great $2,395 / obo. Call for photos and details. Buy both $4,800. Delivery available. (512)219-7418. TX.

MANX Norton 1958

500cc short stroke, ex-Tom McGill, ex-Tupper Robinson, Five speed Quaife gearbox, trick head, Vertex-Team Obsolete magneto and much more. Some extras included. Team Obsolete - see more info and photos on our website at www.teamobsolete.com or call (718)596-0504, Fax (718)596-6443. email info@teamobsolete.com - NY.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

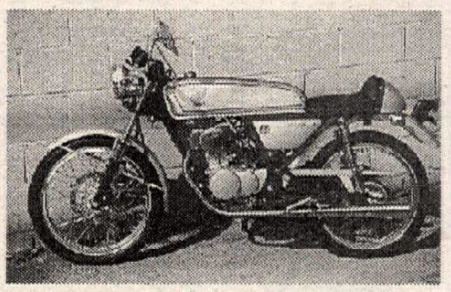
BSA MX

ex-Factory Team, Circa 1968, super trick - 420cc short stroke motor, magnesium castings & titanium bits, serial #CDE 80 (Comp. dep't. Experimental), stored 25 years. Call (718)596-0504, Fax (718)596-6443. email info@teamobsolete.com - NY.

Bevel Drive Ducati

'74 750 Sport, '77 900 Supersport, '74 750 Supersport, '80 900 Darmah. All excellent condition. (978)922-3707. MA.

FACTORY KAWASAKI TF 250. FACTORY YAMAHA OW 250. Serious callers only! (760)744-8052. CA.



HONDA DREAM 50. New replica of CR-110. Four valve DOHC, 13,500 rpm single. Three in stock - $4,500. Garage Company. (800)393-3766. CA.

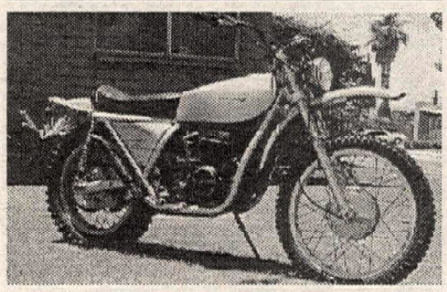
HONDA YAMAHA SUZUKI PARTS - New, used, after market and stock. '73 - '85. (602)561-9021. AZ.

HUSQVARNA PARTS & BIKES. Sell, buy or trade 1966 - 1978. PST. (714)489-5940. CA.

IMPORTED ANTIQUE REPLICAS. 19" handpainted cast resin. Metal wheels, rubber tires. "Impressive." $129.95. Dealers welcome. (541)673-6059. OR.

NSU 250 MAX Engine

In good shape with pipe and carb. $250. (408)625-2085. CA.



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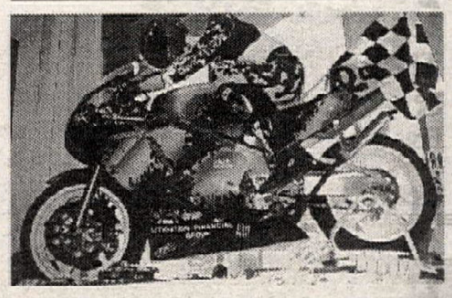

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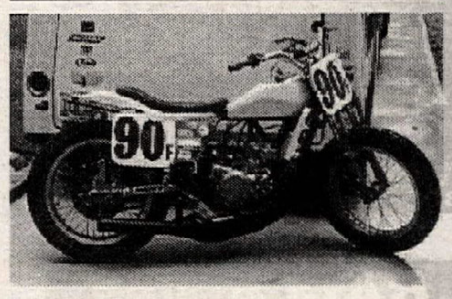

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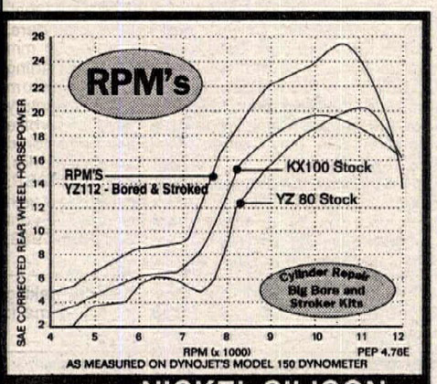

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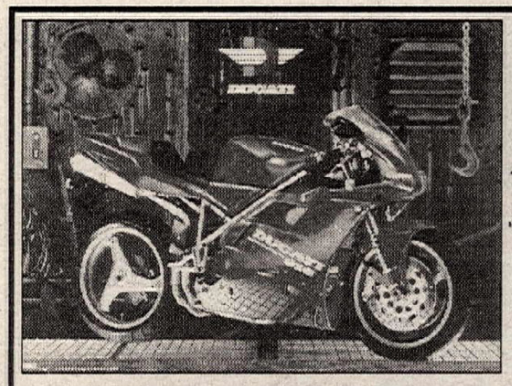

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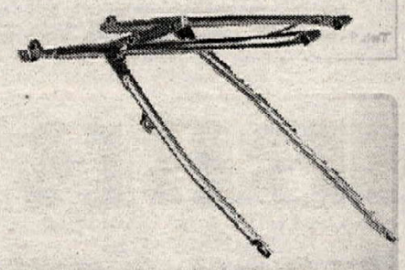

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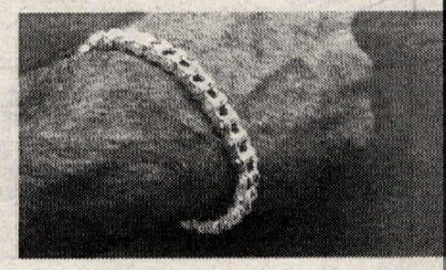

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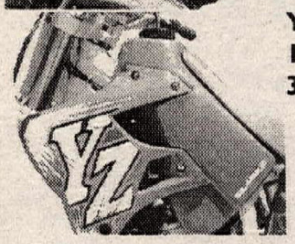

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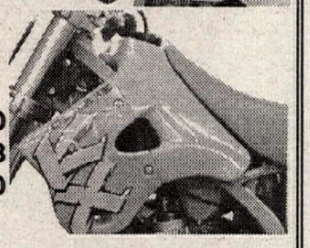

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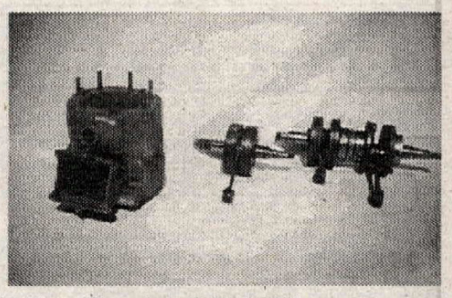

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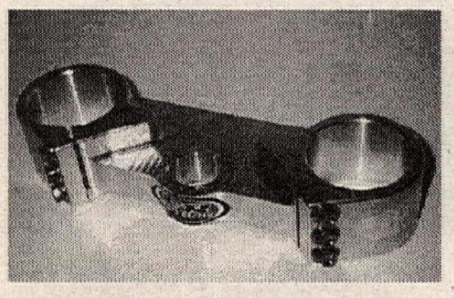

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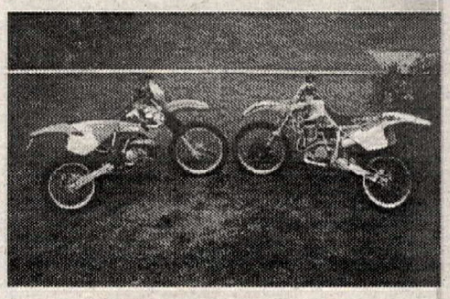

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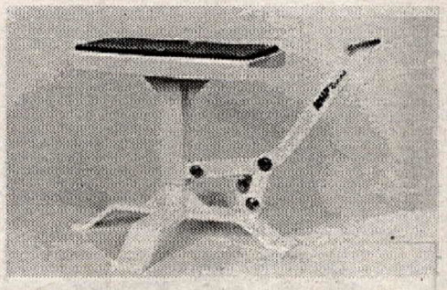

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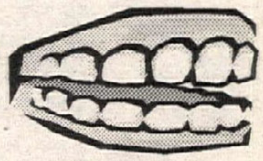

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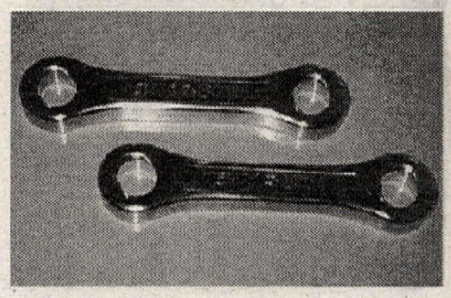

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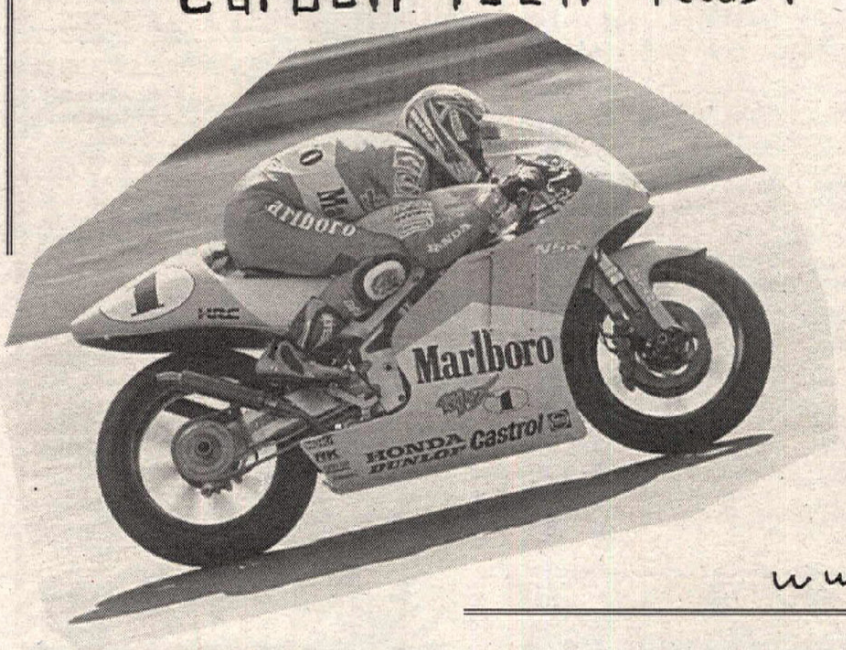

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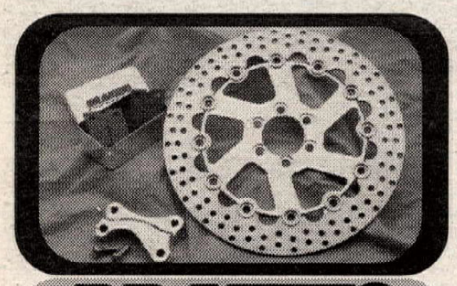

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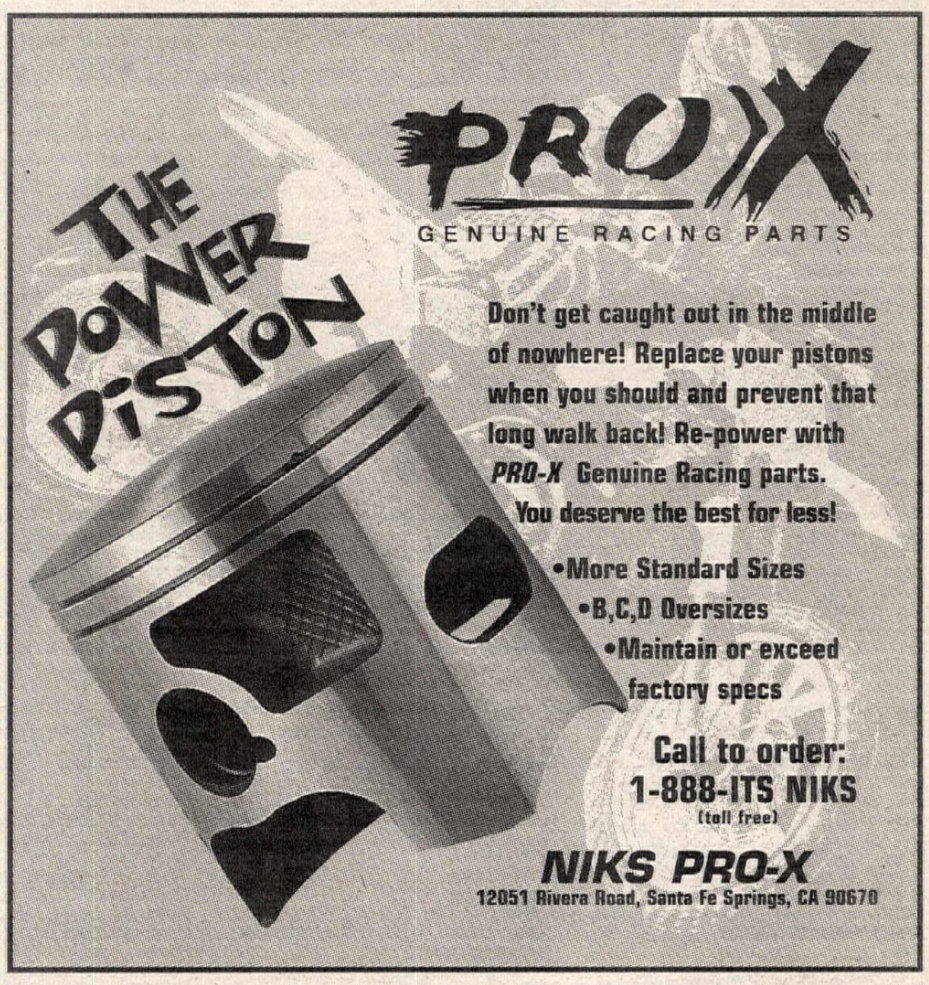

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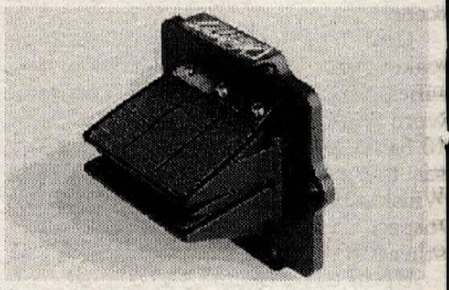

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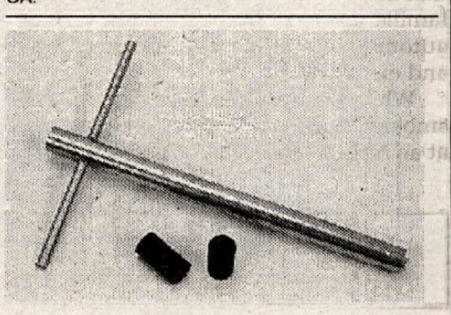

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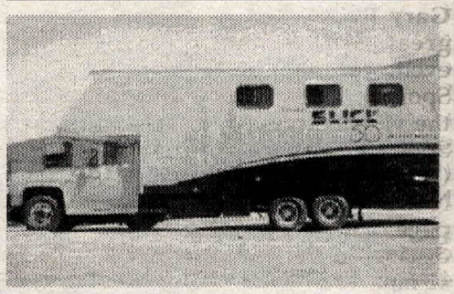

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A VIEW FROM THE FENCE

BY ERIC JOHNSON

Although I grew up around drag racing (my father was a sportsman drag racer in Ohio), I have to admit that since I moved out of my cavi-y-prone years around age 13, I haven't spent much time around the brute-horsepower, tire-smoking quarter-mile scene.

Until this Saturday, that is. Upon waking up and not having anything significant to do, I climbed into my well-worn Acura Integra, hopped onto the I-10 Santa Monica Freeway and headed east toward Pomona for the 1998 NHRA Winston World Finals drag race. In retrospect, I guess I wanted to see how the other half lived.

Upon arriving at the facility at approximately 8:30 a.m., I walked through the parking lot and was amazed to see how many people were already drinking beer. (While I'm no saint, I still can't come to terms with just what possesses people at auto-racing events to start drinking beer out of the back of a car or truck at 8:30 in the morning.) "Whatever gets you out of the bed in the morning," I thought to myself.

Nonetheless, as I walked around and looked at the surroundings, the National Hot Rod Association certainly appeared to have its corporate-sponsorship affairs sorted out. The bright-red-and-white brand colors of Winston were plastered onto anything nailed down (or that moved, for that matter), as were the familiar colors of Budweiser and various automotive aftermarket manufacturers and distributors.

While I'm sure the government anti-smoking people would have a field day at an NHRA event, the sanctioning body seemed to be enjoying the financial rewards of big-business tobacco. And why shouldn't it? A large portion of the NHRA fan base, at least from what I witnessed, utilizes the product - and it *is* legal, isn't it?

A few hours later, the nitro-burning dragsters were called to the staging lanes, and I quickly assumed my seat up in the aluminum bleachers. As the first pair of cars were pulled to the line to take qualifying passes, my heart sank. Emblazoned on one of them was the vivid blue-and-white livery of Reebok. Why should the sight of Reebok's colors on a car bum me out? Good question. Let me try to explain.

A week earlier, over a couple of beers, a few industry friends and I staged an ad hoc meeting on just what sponsors would benefit from being involved with supercross. Reebok was on that list.

It's no great secret that this off-season - perhaps more so than any other in history - has ignited a flurry of activity that has a number of teams (both factory and private), promoters and marketing organizations pounding the pavement, beating the bushes, and knocking on any corporate door within their reach in order to procure outside-the-industry sponsorship support. In recent years, as the sport of supercross has become more polished, professional, savvy and, above all, expensive, the race teams and promoters have figured out that in order to keep the train on the track, sponsorship money to fund the various operations is fast becoming imperative - even critical.

And all of us in the sport have every right to feel this way. Supercross is a wonderful sport that has a lot going for it - so much so, in fact, that it boggles my mind that so few American companies have taken the plunge and become a part of it. It's now time for some of them to wake up and smell the coffee. Sixteen races, all of them in key U.S. markets with an average event attendance of over 45,000 people, would make an excellent TV package; have a young, active and affluent 18-to-34-year-old fan base; and, most importantly, feature young, good looking, athletic competitors. All this adds up to a sport that is ripe for the picking - and which leads me back to Reebok.

What was Reebok doing sponsoring a dragster? While I'm sure it takes a colossal amount of skill and courage to be able to aim and handle one of the 5000-hp, 300-mph, nitro-burning, tire-smoking beasts, I feel quite comfortable in my belief that the endeavor takes nowhere near the athletic commitment and prowess - qualities Reebok has stamped into its corporate ethos - of supercross. While I may seem a bit presumptuous here, it was painfully evident to me that the throng of spectators present at Pomona were nowhere near as athletic, active and certainly not as young as your typical supercross crowd.

So, as I observed all of this, and the wheels in my head began turning, grinding, and smoking, I began to question myself about just what led Reebok to NHRA as opposed to the AMA Supercross Series, and after a while it came to me that the one thing we're missing is savvy marketing and presentation skills to help pitch the sport to the corporate decision-makers of America.

Encouragingly, this dynamic of our sport appears to be changing - and changing for the better. After talking to a number of people in the industry in recent months, and getting a better read on the current state of the great sponsorship hunt, it appears that, through the actions of a number of new and knowledgeable "players" in the industry (and from outside of it, as well), there are rumblings that a few new corporations may be sniffing around our beloved sport. By going at it in a professional, well-spoken, buttoned-up manner, the people out there selling the sport are clearly articulating what the sport is all about to the corporate marketing people, and, most importantly, debunking the black-leather-jacket/Hell's Angels/God-awful Evel Knievel myth. And if the domino theory holds true, and a few new and committed sponsors enter the sport and reap the benefits they will receive from a very enthusiastic and demographically friendly fan base, a number of others will come running. Although we would be foolish to believe that supercross will ever enjoy the corporate backing of NASCAR (which I believe to be way overbore, anyway), the extra money, prestige, credibility and publicity these guys bring to the part would benefit the sport tremendously.

While the NHRA, NASCAR, CART, Reeboks, Winstons, Budweisers and McDonalds of the world are still brothers in corporate arms in the automobile-racing sponsorship world, I feel safe in assuming that it's only a matter of time before the young and dynamic sport of supercross finds inroads into their world. And if I had to guess, they can already hear the footsteps. CN

LOOKING BACK...

30 YEAR AGO... DECEMBER 7, 1967

Roger DeCoster became the second European motocross rider in as many weeks to grace the cover of *Cycle News*. DeCoster rode his CZs to fourth in both the 250 and 500cc professional classes at the Forst Ranch final of the International Motocross races. **Gary Bailey** had a great day at the event, winning the 100cc Sporting class on his wife's Hodaka, adding the victory to those he claimed in the 250 and 500cc Sporting classes... **Dusty Coppage** (Tri) won the Barstow-to-Vegas National Hare & Hound. Coppage covered the 192-mile race distance in $4^1/_2$ hours, averaging 42 mph. **Max Switzer** (Gre) won the 250cc class and was seventh overall... **Jerry Asquith** (BSA) was the only man to top the hill at the Hilltoppers MC tire climb near Portland, Oregon... There were race reports from the **San Jose indoor** flat-track season opener, and the **Lodi Cycle Bowl**, which began its winter series of races... **Eddie Mulder** (Mon) won the Fresno indoor short track, topping such riders as **Mert Lawwill** (H-D), **Ken Weakley** (Suz) and **Jim McMurren** (H-D).

20 YEARS AGO... NOVEMBER 30, 1977

Brad Lackey (Hon) was this issue's coverboy after winning the Sears Point, California, round of the Trans-AMA Series. Sears Point marked the series finale, with the championship title going to none other than **Roger DeCoster** (Suz)... **Graham Noyce** signed a one-year deal with Honda to contest the 500cc Grands Prix as Brad Lackey's teammate... **Pennzoil** was obviously a large advertiser, running a full-page ad on its two-stroke oil and a half-page ad on its Gumout chain lube... Nineteen-year-old **Jeff Henning** (Hus) won the Rattlesnake National Enduro in Klamath Glen, California... **Mike Godfrey** (Mai) won the UEA Tuff E' Nuff Enduro in Red Mountain, California... **Wayne Rainey** won the Pro short track and half mile races, while **Charlie Summers** won the TT portion of the flat-track triple-header at Corona Raceway in Corona, California.

10 YEARS AGO... DECEMBER 2, 1987

Dan Smith (Hus) and **Kevin Bennett** shared the cover. Smith won the Winnemucca Dry Lake National H&H, near Reno, Nevada, while Bennett was the best at the Sandy Lane National Enduro in Chatsworth, New Jersey... **Cagiva** showed off its family of 1988 street bikes, with the stylish Ducati 750 Paso heading the lineup... **Dave Schultz** (Kaw) won the race and wrapped up the Pro Stock Bike title at the NHRA Winston Finals in Pomona, California... *Cycle News* evaluated the Sparky spark arrestor, with favorable results... **Sam Ermolenko** (GM) won the Bud Light/Skoal U.S. Long Track Championship speedway event at Ascot Park... **Greg Hancock** was second in the Support class... A large photo of **Rodney Farris** (Hon) was featured in the Locals section of the paper after Farris won the Timonium indoor short track in Maryland. CN

Maico-mounted Steve Stackable at the Canadian 500cc GP in 1975.

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